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TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yaumati...	...Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin ...	...Dep.	7.02	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Taipo ...	...Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Taipo Market	...Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.48
Fanling ...	...Dep.	7.32	10.03	11.18	12.48	2.03	5.24	6.19	7.58
Sheungshui	...Dep.	7.36	10.07	11.22	12.52	2.07	5.28	6.23	8.02
Shumchun	...Arr.	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	7.21	8.05	10.38	11.40	3.00	4.17	5.13	6.08
Sheungshui	...Dep.	7.28	8.12	10.45	11.47	3.07	4.24	5.20	6.15
Fanling ...	...Dep.	7.32	8.16	10.49	11.51	3.11	4.28	5.24	6.19
Taipo Market	...Dep.	7.42	8.26	10.59	12.02	3.21	4.38	5.34	6.29
Taipo ...	...Dep.	7.48	8.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin ...	...Dep.	7.59	8.43	11.17	12.21	3.38	4.56	5.51	6.46
Yaumati...	...Dep.	8.12	8.55	11.26	12.33	3.50	5.08	6.03	6.58
Kowloon...	...Arr.	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

		A.M.		A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40		9.15	10.30	12.00	2.02	5.29	7.10
Yaumati...	...Dep.	6.50		9.24	10.39	12.09	2.31	5.38	7.19
Shatin ...	...Dep.	7.02		9.36	10.51	12.21	2.43	5.51	7.31
Taipo ...	...Dep.	7.16		9.49	11.04	12.34	2.56	6.05	7.44
Taipo Market	...Dep.	7.21		9.53	11.08	12.38	3.00	6.09	7.48
Fanling ...	...Dep.	7.32		10.03	11.18	12.48	3.11	6.20	7.58
Sheungshui	...Dep.	7.36	9.12	10.07	11.22	12.52	3.15	6.24	8.02
Shumchun	...Arr.	7.42	9.18	10.13	11.28	12.58	3.21	6.30	8.08

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		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	8.12	10.38	11.40	3.00	4.17	5.20	5.40	6.09
Sheungshui	...Dep.	8.19	10.45	11.47	3.07	4.24	5.27	5.46	6.16
Fanling ...	...Dep.	8.23	10.49	11.51	3.11	4.28	—	5.51	6.20
Taipo Market	...Dep.	8.33	10.59	12.02	3.21	4.38	—	6.01	6.30
Taipo ...	...Dep.	8.37	11.04	12.07	3.25	4.42	—	6.05	6.34
Shatin ...	...Dep.	8.51	11.17	12.21	3.38	4.55	—	6.18	6.47
Yaumati...	...Dep.	9 3	11.29	12.33	3.50	5.07	—	6.30	6.59
Kowloon...	...Arr.	9.11	11.37	12.41	3.58	5.15	6.04	6.38	7.07

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WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	2.20	6.25
Shataukok	...Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS		A.M.	A.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	3.20	6.25
Shataukok	...Arr.	8.40	12.25	4.15	7.20

WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	...Dep.	6.30	10.15	1.05	5.00
Fanling	...Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	...Dep.	6.30	10.15	2.05	6.15
Fanling	...Arr.	7.25	11.10	3.00	7.10

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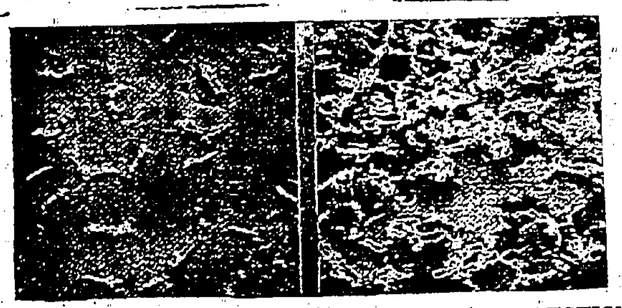
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GOLF.

THE LONG-DRIVING CHAMPION.

SMITH AND HIS METHODS.

[BY A SPECIAL CORRESPONDENT OF "THE OBSERVER."]

Mitchell has won a driving competition at San Antonio, Texas, with an average drive of 307 yards, the longest of his three shots measuring 312 yards. This easily beats anything yet accomplished in the British Long-Driving Competition, which takes place during the Open Championship week. It is rather a curious fact that Mitchell, who is one of the world's longest drivers, has never won the competition in this country, and yet, if there were any wagering on the event, he would start joint favourite. On the three occasions that the competition has been held, it has been won by an amateur—twice by J. Smith, and once by Mr. Wethered. Smith, who is an artisan golfer of the Canteluce Club, Ashdown Forest, has recently joined the professional ranks, and under the guidance of Duncan, at Wentworth Park, there is every prospect of this new recruit to golf becoming a player of repute. Oddly enough, Smith and Mitchell were trained in the same golfing school at Forest Row, but neither has seen much of the other, and they have never played together.

Only in two respects do their methods of striking the ball correspond. Both hit extraordinarily hard; in fact, to the onlooker it seems very much like "pressing," a thing we are told that we must never do. Apparently "pressing" has different meanings when applied to different people. When Ray, Mitchell, Smith, Mr. Tolley, and Mr. Wethered lash out they are only calling upon their reserve of power; when the ordinary man tries to get a few extra yards he is called a fool for his pains. And the description is generally correct, because he is almost sure to make a mess of it.

WHITCOMBE'S ADVICE.

On the subject of "pressing," Ernest Whitcombe has some sensible advice to offer. He says that owing to the fact that certain men hit the ball such colossal distances, "the golfing world has been drugged into the belief that little else counts so long as the ball is habitually transported to the neighbourhood of the 300 yards mark. It is a subtle form of poison which inevitably destroys its victim. The vast majority of golfers, principally by reason of the lack of the necessary strength, and also because they are not in a position to devote a lifetime to the hitting of a golf ball, will never drive as far as Mitchell."

Whitcombe says there is a limit to the distance which the average golfer can reach, and, having discovered that limit, he should stick to it. "He may, without seriously attempting it, pass the limit, but that is all to the good, because he will know that the additional yards have been obtained not by extra exertion, but by sweeter and cleaner hitting of the ball. Therein lies the secret of successful golf." In his own case, Whitcombe says he often drives 230 yards, sometimes farther, but the limit he sets himself is 210 yards. Naturally, circumstances occasionally arise when he has to call upon his "reserve of power," and in these instances he takes particular care to swing slower and to delay the extra effort until the very last second before impact.

The one other point of agreement between the driving styles of Mitchell and Smith concerns a somewhat unusual action of the right hand at the top of the back swing. The shaft is allowed to drop into the web formed by the thumb and the first finger, and in Mitchell's case the camera shows the finger pointing straight to the heavens. Halfway on the downward swing position is regained, the shaft, hitherto running loose in the "web," being firmly caught by the thumb and finger and pressure of a vice-like character exercised for the on-coming blow. This is what is known as the "sliding grip," a form of hold which Duncan regards as highly dangerous, because of the probability in the natural anxiety to regain possession of the club, of the shaft being seized in the wrong position and at the wrong moment. However, Mitchell and Smith seem to practise the "slide" without coming to much harm.

THE UNKNOWN.

When Smith, then a gardener, went to Sandwich three years ago to try his luck in the long-driving "championship" he was absolutely unknown. He won with two counting shots measuring 271 yards and 200 yards respectively. When next he competed, at Hoylake last year, he won again, with three counting shots, measuring 236, 247 and 244 yards respectively. In a difficult wind he was one of only about a dozen men out of a hundred who kept all four shots within a delimited fairway, fifty yards wide. Evidently Smith possesses the two qualities that matter in driving—great length and accuracy. How does he do it? In a talk I had with Smith at Bramshott recently he was quite emphatic that the "secret," if any, was to be found in the right hand. "I hit as hard as I possibly can with the right, leaving the left hand to act as a guide."

This is in direct conflict with the accepted teaching—that the left hand (really the back of it) should do the hitting, with the right acting as a support. Smith ignores and flouts all this.

Like most people his right hand and arm are the more powerful, and he sees no adequate reason why he should subjugate them to the weaker members. Smith adopts the over-lapping grip, but it is not quite the same as that employed by the recognised masters. In their case the shaft is held in the joints of the fingers with the palms wrapped lightly round the handle. Smith reverses the process, for he grips the club in the palms especially with the right hand, which is under the shaft. This was the method of Mr. John Ball, the only difference being that he did not overlap. Smith combines the old and the new in rather an exceptional manner.

A BODY THRUST.

If the "secret" of his long driving stopped there, I am afraid there would not be much in it; in fact, it would sound very commonplace. But Smith calls another part of his body to his aid—the right thigh. Immediately on impact between clubhead and ball Smith gives a quick forward thrust of the thigh, thus, as he says, giving additional momentum to the shot.

(*Continued at foot of next Column.*)

TO THE POLE BY AIR.

CAPTAIN AMUNDSEN'S ARRANGEMENTS.

In conversation, at Copenhagen last month, both Captain Roald Amundsen the Norwegian airman, and M. Rijser Larsen stated that the flight to the Pole has now been finally decided on. Captain Amundsen has made contracts with the firm manufacturing Dornier seaplanes near Pisa for the construction of two seaplanes and with Rolls Royce, Limited, to furnish the engines. The seaplanes were shipped from Leghorn early in March to arrive at Tromsö at the beginning of April, when also the members of the expedition were to arrive there.

Besides the six persons who will form the crews of the seaplanes, the expedition will consist of M. Schulte Frohlinde, the manager of the aeroplane company, under whose supervision the machines will be put together, two meteorologists, a doctor, and some mechanics from the Rolls Royce firm, together with the crew of the mother ship *Fram*. From Tromsö the expedition will proceed to King's Bay, Spitsbergen, from which place the flight will be made at the end of May. The seaplanes will be piloted by Captain Amundsen and Mr. Elmsworth, an American. The machines can carry petrol for a distance of more than 1,600 miles. The distance from Spitsbergen to the Pole is about 690 miles, and the flight is expected to take seven hours. The expedition will remain 12 hours at the Pole, just sufficient time to make the necessary observations.

SIBERIAN GOLD QUEST.

GHASTLY STORY OF FAMINE AND CANNIBALISM.

A ghastly story of the adventures and sufferings of victims of the gold fever in the Yakutsk Province of Siberia is given in the *Amourskaya Pravda*. As already reported, the discovery of unusually rich gold deposits at Tommot, on the River Aldan, has completely turned the heads of the inhabitants of Siberia. For more than a year a stream of intending diggers has poured towards the new El Dorado from every side.

The remnant of one party which struggled through to Tommot stated that, like many other gold-seekers, they and their comrades lost their way in the jungle and wandered about till they had exhausted all their supplies of food. They even ate the tops of their high boots. Then came a moment when the whole party appeared doomed to death from famine. The desperate situation was discussed in all its aspects, and after many hesitations it was decided to consume the bodies of those of the party who died of sickness or exhaustion. The legs and arms of a dead Chinaman were cut off, boiled, and devoured.

Finally, however, all the available human flesh had been consumed, and no further member of the party had died. By this time the adventurers had almost accustomed themselves to a cannibal diet, and apparently no longer recoiled from the thought of killing one another for food. It was decided to cast lots as to who should die to save the rest from starvation. The lot fell on a man who was accompanied by two sons. By their entreaties the young men persuaded the wanderers to wait yet one more day before their father was sacrificed. This delay saved the life of the pre-destined victim. Before the fatal term had expired a dead horse was encountered, and on the flesh of this animal the party kept themselves alive till they succeeded in reaching Tommot.

"HOP, HOP, HOP."

COMMONS TELEPHONE JOKE.

In the House of Commons, last month, Sir H. Brittain (U., Acton) asked under whose instructions the reiteration of the numerals in certain cases in telephone calls was introduced, and for what reason.

Viscount Wolmer (Assistant Postmaster-General): The present method of passing telephone calls was introduced under the authority of my immediate predecessor and on the recommendation of his technical advisers for the purpose of helping the telephonists to locate more quickly the number on the switchboard and to minimise the danger of wrong connections.

Sir H. Brittain: Does the hon. member not think it an unnecessary change? Is it not easier to say "One-o-o-six-Hop" instead of "One-double o-six-Hop?"

Lord Wolmer: What the hon. member should say is "Hop one-o-o-six." (Loud laughter.)

Sir H. Brittain rose to put a further question, but his observation was drowned by the laughter and cries, "Hop, Hop, Hop."

JUDGE AND FATHER OF 12.

A man owing £60 and appearing on a judgment summons at Shoreditch County Court made an offer that Judge Cluer declared was "preposterous."

Debtor: I've twelve in family.

Judge Cluer: Then you ought not to have a family of twelve.

Debtor: It's my misfortune.

Judge Cluer: It's not misfortune. Don't appeal to me on those grounds. It's an injury to the country for a man in your circumstances to have such a family.

This is one of the chief characteristics of Kirkwood's style; as the clubhead is whipped round, the right side of the body is seen to give a thrust. In neither Smith's nor Kirkwood's case is there the slightest sign of the left leg giving way under the pressure; rather does it stiffen and act as a fulcrum. Smith's future will be watched with interest, because a man who can drive such vast distances should make the game much easier for himself. Against the moderate driver Smith starts with a real and also a moral advantage. In two years' time we shall know how he has used them.

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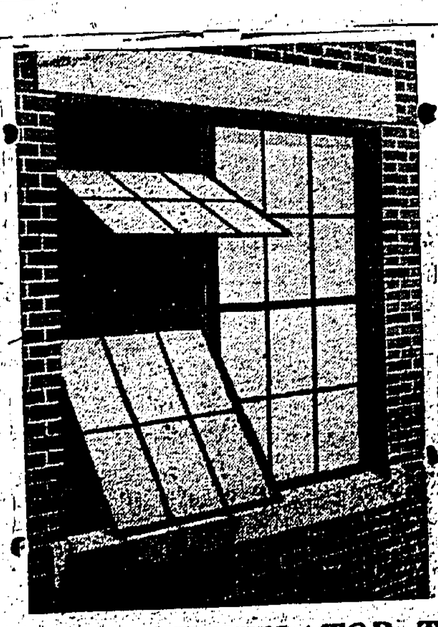
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HONGKONG SHARE MARKET.

Messrs. Benjamin and Potts, in their weekly share report, dated April 17th, say:—

The market has been very active during the week and several stocks show signs of renewed strength.

The last cabled quotation from London for rubber is 1/9¼, but there is nothing doing in rubber shares locally.

Banks.—Hongkong & Shanghai Banks show no change either here or at home, and are steady locally at $1,230 at which price a few shares have changed hands.

Marine and Fire Insurances.—Cantons continue in demand at $757½ without attracting sellers. Unions have been dealt in to a small extent at $272. Yangtsze have buyers at $45, but no sales have been reported locally. China Underwriters are enquired for at $2.80 after sales.—Hongkong Fires are wanted at $656 and China Fires at $200.

Shipping.—Hongkong, Canton and Macao Steamboats are offering at $37½ after sales at $37½. Douglas Steamships are still obtainable at $54. "Star" Ferries have not been dealt in and are probably procurable at $87. Union Waterboats have changed hands at $17½.

Refineries.—China Sugars are still weak and are offering at last week's quotation of $66. Malabons have further risen and sales are reported at $53.

Oils and Mining.—Langkats "Combined" were sold to Shanghai at the reduced rate of Tls. 26¾. The "Single" continue in demand at Tls. 12½ and Explorations were dealt in at Tls. 6.10. Benguet Consolidateds have been booked at $2.65 and more shares are obtainable.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are steadier at $121. Shanghai Docks have improved to Tls. 127½. New Engineerings are wanted at Tls. 9½, at which business has been effected. Kowloon Wharves have come into strong demand and sales have been made up to $194½.

Lands, Hotels and Buildings.—Hongkong Lands have been in strong demand during the last few days. A large number of shares were sold round about $94, but the market has since strengthened to $96. Humphreys Estates are firm with buyers at $20½. Realties are better and are now quoted at $4.50. Hongkong and Shanghai Hotels have had a smart rise to $16.

Electric Companies.—Hongkong Electrics have advanced to $67½ after sales at $66. China Lights "Combined" are higher at $33½. The "Old" shares were booked at $24 and the "New" remain in demand at $19. Hongkong Tramways have been in strong request and have fetched up to $41½.

Cotton Mills.—Ewo Mills have been sold to Shanghai at Tls. 12. Orientals are wanted and could probably be placed at Tls. 4, but shares are difficult to obtain. Shanghai Cottons are without change, being in demand at quotation.

Miscellaneous.—Green Island Cements have again been the medium of large business with sales made up to $32½, but are weaker at the close with sellers at $32. Dairy Farms have buyers at $98½. A few transactions have occurred at the rate. Ropes "Combined" have come into favour with sales made at $46 to $47½, and are now wanted at $48½. China Providents, on which a call of $5 on the New shares has been paid, are now quoted at $50 for the "Combined" and $14½ for the "New." The Old shares remain unchanged at $16½. Peak Tramways "Old" have slightly improved, being asked for at $22½. Constructions were sold at the reduced rate of $4. China Omnibuses have risen to Tls. 14.

Forward Settlement Days.—28th April (Tuesday), 26th May (Tuesday), 23rd June (Tuesday), and 28th July (Tuesday).

Exchange.—The T.T. rate on London to-day is 2/3 and on Shanghai 73½.

SUBSIDISING OF EXPORTS.

Mr. T. THOMSON (L., Middlesbrough, W.) asked the President of the Board of Trade in the House of Commons last month whether he would make it a condition, under the safeguarding of industries proposals, that no industry should be entitled to the protection of a tariff which supplied goods for export at a lower price than it supplied the same goods under similar conditions for the home market.

Sir P. CUNLIFFE-LISTER replied that the comparison which the Committee to whom any application was referred would be asked to make would be between the prices at which foreign goods were being sold, or offered for sale, in the United Kingdom, and the prices at which corresponding goods could be profitably manufactured or produced in Great Britain. Whether the question raised by the hon. member could arise in connection with the price at which goods could be profitably manufactured in Great Britain, it would be for the Committee, who had to take all relevant circumstances into account, to decide.

Captain WEDGWOOD BENN (L., Leith): Does not the right hon. gentleman consider it necessary that there should be a safeguard against this protective duty being used to benefit the foreign consumer?

Sir P. CUNLIFFE-LISTER: The hon. gentleman suggests that no facilities should be given to a trader who is doing his best, under difficult circumstances, to maintain his foreign trade.

GOLD BY AEROPLANE.

FLIGHT IN A SNOWSTORM.

An aeroplane of the Imperial Airways, Ltd., piloted by Olly, and carrying 700 kilogrammes (about 1.547lb.) of gold, flew to Basle last month. Despite a snowstorm, the flight from England was accomplished in four and a half hours, being at the rate of 105 miles an hour.



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There are different kinds of smiles, sir, smiles of impudence, superior smiles, and smiles, and smiles of contentment which are rays of human sunshine, sir, like the Kensitas smile.

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at 1.15 p.m.

MEMBERS of the Society of St. George wishing to attend are requested to advise:—

THE MANAGER, HONGKONG HOTEL

NOT LATER than NOON, 21st April, stating the number of seats required.

It is hoped that Members will be accompanied by their Ladies. Owing to the limited space available no guests can be invited. Further particulars can be obtained from the Hotel Management. ENGLISHMEN resident in the Colony and not already members are cordially invited to join the Society.

L. S. GREENHILL,
Hon. Secretary.

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BRITISH GOVERNMENT SUBSIDIES.

Mr. Churchill (Chancellor of the Exchequer) informed Mr. Livingstone (L., Western Isles) in the House of Commons last month that the only payments he was aware of which would fall under the description of subsidies and bounties to industries in the United Kingdom were as follows, the figures relating to the financial year ended March 31st, 1924:

Scottish Office, Hebridean Steamer Services	£14,000
War Office, Light Horse-breeding Scheme	31,862
War Office, Mechanical Transport	320
Admiralty, Cunard subsidy	90,000
Air Ministry Civil Aviation	125,258
Sugar beet, guarantee for Home-grown Sugar Ltd,	12,500
Corn production, payments under Corn Production Acts (Repeal) Act, 1921	351

We want to create a new atmosphere in a new Parliament for a new age in which the people can come together.—*Mr. Baldwin.*

Parchment will fail; the sword will fail; it is only the spiritual nature of man that can be triumphant.—*President Coolidge.*

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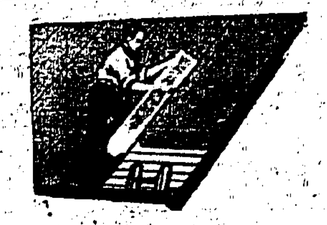
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HIGHER WAGES THAN ENGINEERS.

"To my mind it is a miserable spectacle to see a highly skilled and highly trained engineer getting wages much less than many entirely unskilled employees of a municipal corporation."

Sir Arthur Steel-Maitland, Minister of Labour, speaking at the Constitutional Club, recently, thus summed up a situation which for a long time has caused dissatisfaction in skilled trades and annoyance to ratepayers who have to provide money to pay exorbitant wages to unskilled municipal employees.

Men who collect the household refuse, a particularly easy form of labour, receive anything from £4 a week at Poplar to 63s. 11d. in those boroughs which pay the scale agreed to by the Joint Industrial Council, while men who scavenge the streets get anything from £4 a week—at Poplar—to 60s. 8d. per week. Here are some of the rates paid:—

	Dustmen. s. d.	Scavengers. s. d.
City Corpn.	64. 0	62. 0
Bermondsey	69. 6	67. 6
Bethnal Green	75. 0	75. 0
Stepney	72.10	65.10
Shoreditch	70. 0	67. 6
Woolwich	70. 0	70. 0

In the provinces the rates of pay are nearly as high:

	s. d.	s. d.
Northampton	60. 8½	47. 0
Birmingham	59.11	51.10
York	59. 0	57. 3
Brighton	58. 7	50. 7
Glasgow	61. 0	55. 0

HOLIDAYS WITH PAY.

At Southampton, where a dustman gets 49s. for a 47-hours week, he has 12 days' holiday a year with full pay, while if he is ill he receives half-pay for the first five weeks and quarter-pay for another five. On the other hand, a skilled worker in Southampton docks, such as ship's fitter, gets 57s. 6d. a week and no holiday or sick pay.

In Manchester, after six consecutive months' work, dustmen are entitled to contribute towards the superannuation fund, which provides them with a pension at 65, the corporation doubling their contributions.

As against these rates of pay in London and the provinces for this class of manual labour, highly skilled engineers are now receiving only 60s. 11d. per week and neither sick pay nor holiday money from their employers.

In many areas coal miners are getting £2 and less for exactly the same hours.

POLICE COURT ITEMS.

An Indian soldier was formally remanded for a week by Mr. E. W. Hamilton at the Kowloon Magistracy yesterday on a charge of having in his possession 102 taels of raw opium. Bail was allowed in $2,000, a friend of the accused saying he would act as sponsor.

At the Kowloon Magistracy yesterday before Mr. E. W. Hamilton, a Chinese was sentenced to three months' hard labour and twelve strokes of the birch for having snatched a hat from a little girl in Sham Shui Po on the previous day. The police stated that defendant was captured after a chase.

Before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, two Chinese, charged on remand, with having stolen some planks of wood from a contractor's yard in Sham Shui Po, were sentenced to six weeks' hard labour.

At the Marine Court yesterday, before Lieut.-Comdr. G. F. Hole, R.N., one boat-mistress was fined $5, or five days' hard labour in default, for obstructing the Yaumati Police Pier.

Before Lieut.-Comdr. G. F. Hole, R.N., at the Marine Court yesterday, two boatmistresses were each fined $5, with the alternative of five days' hard labour, for dredging in the harbour.

CINEMA NOTES.

WORLD THEATRE.

Alma Rubens, Conrad Nagel and Wyndham Standing, whose names are known to film-goers all over the world, are the screen celebrities in "The Rejected Woman" the Distinctive Pictures' Production which will be seen at the World Theatre for four days' run, commencing Sunday. Leonora Hughes, famous dancer and beauty, has an important rôle.

In support of these four will be seen a high class cast, including George Mac Quarrie, who has appeared in hundreds of pictures; Beda Lugosi, styled "the Hungarian Barrymore;" Antonio D'Algy, Follies Beauty; Mme. LaViolette, noted French actress; Aubrey Smith, the distinguished English actor; and Fred Burton, the well-known Broadway stage actor.

QUEEN'S THEATRE.

Carter, the much travelled and much heralded magician and his company have been booked to appear for a short season at the Queen's Theatre beginning from April 24th. He is an American and he gives a full two and a half hours' entertainment which is lavishly staged, containing bewildering and clever illusions, magical conjuring feats, assisted by five talented assistants.

In "Camille," shown yesterday at the Queen's Theatre, Nazimova has the rôle of a woman of the underworld whom the love of a law student lifts to heights of devotion and sacrifice, and who returns to her showy, pitiful life upon learning that her sweetheart has abandoned his career for her sake. It is a poignant tragedy that holds interest until the very end

CORRESPONDENCE.

RATIONALISM AND MODERN CHURCHMAN'S POSITION.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—The article which I enclose appeared a short time ago in a Magazine called the *Modern Churchman* which is a Magazine to maintain the cause of Truth, Freedom and Comprehensiveness in the Church of England. At the top of the first page of every issue of this magazine you will und the two quotations:—

(1) By identifying the new learning with heresy, you make orthodoxy synonymous with ignorance—*Erasmus.*

(2) A State without the means of its conservation—*Edmund Burke.*

There are many members of Christian Churches who conscientiously believe that Modernism is destroying the foundations of the Christian Faith. My own belief is exactly the contrary, and I am convinced that the future of the Church of England is in the hands of the Liberal Evangelicals and the Modernists.

On the question of the infallibility of certain Christian dogmas the modernist position is nearer that of Christ than is that of the orthodox Roman Catholic, many Low Churchmen and the majority of High Churchmen. The first believes in the infallibility of Papal decrees when uttered *ex cathedra*, the second class hold the Bible to be infallible and the last regard as such the decisions of the oecumenical councils. The Modernist does not believe in the inerrancy of the Pope, or of Holy Scripture or of oecumenical councils.

The Modernist view tends more than the infallibility theories to elevate spiritual life because it makes men fall back on the Holy Spirit and work with that Spirit in deeds and a life of righteousness, knowing that thus and thus only will spiritual truth be attained, instead of resting on an external authority which may violate reason and conscience and drive educated and sincere men into indifference or opposition to the Christian Faith.

Modernists are not infallible nor do they claim to be infallible; but they do claim that it is their most earnest desire to learn the truth and to interpret that never-ceasing revelation of God which has been given in the Holy Scriptures, in the thoughts of men and in the workings of the laws of Nature and History. Such an attitude, of frankness, of not being afraid to say what we think, of not seeming to tell little lies in support of a great truth and of humility will make educated men and women more keen to support a right kind of missionary work. It will also make our personal faith and life more real, more strong and God-trusting.

"The acknowledgment of God in Christ accepted by thy reason, solves for thee all questions in the earth and out of it."

Yours faithfully,
W. T. FEATHERSTONE.
The Diocesan Boys' School,
Hongkong, April 17th, 1925.

(*Enclosure.*)

RATIONALISM AND THE POSITION OF THE MODERN CHURCHMAN.

(CONTRIBUTED.)

Labels are generally misleading. They mean different things for different people. If I label myself a 'Modern' Churchman, it is not that I altogether like the name, nor that I wish to label others as behind the times. Modern Churchmen consent to wear this label, as an indication of their belief that all new truth, from whatever quarter it may come, is part of a continuous revelation of God to man.

God, from His very nature, is always trying to reveal Himself more fully: man is so constituted that to follow the path of discovery is essential to a true life. When we speak of Revelation, we are thinking of a movement of God manward; when we speak of Discovery we are thinking of the search of man after God. Here, as everywhere, the law of co-operation holds good. The best results are obtainable only as God and man work together. Thus fear of new knowledge should be impossible. To speak *e.g.* of a conflict between Religion and Science is really meaningless. When Darwin published the Origin of Species there was an outcry on the part of the Churches, of which most of us are now heartily ashamed. Darwin's hypothesis of evolution was but a new and splendid revelation, or, if you will, discovery of the method by which God works.

Some people, of course, are still asking: Can you reconcile Darwin with Genesis, and if not, what value is left to the Old Testament? Now it may be said at once that as a textbook of science the Old Testament is absolutely worthless, because since its books were written both Revelation and Discovery have progressed, and Professor Soddy, let us say, is a more reliable guide on scientific questions that the writer of Genesis, or even than Galileo. Shall we then scrap the Old Testament altogether? That would be as foolish as to insist that Biblical science must be accepted by all Christians in the teeth of modern discoveries. The value of the Old Testament is religious, not scientific. In the Old Testament (and remember we are concerned with a library; the contents of which cover a period of more than a thousand years) we have the record of this double process of Revelation and Discovery. We see a growing knowledge of the character and will of God. The pictures of God in the Old Testament are not all equally true. If a man tries to get at the true picture of God by putting together all that the Bible says of Him, the result will be confusion. Some of the actions stamped in the Old Testament with the divine approval are on a level with the worst crimes of the German army in Belgium. In the great Prophets, on the other hand, we find teaching which reaches sometimes to the Christian level.

In Jesus Christ we have the true picture of God's character. That is the conviction of the New Testament writers and of Modern Churchmen. Now Christ definitely sets aside some Old Testament teaching as immoral. He repudiates, for example, the law of revenge (an eye for an eye and a tooth for a tooth), and it will be a great day for the Churches when this is universally recognized. It follows, then, that the whole of the Old Testament is not binding upon us to-day. As Christians we are concerned only with Christ's teaching and spirit. Nothing which falls below the level of that teaching, or is out of harmony with that spirit, is to be accepted. In Christ, His teaching, His acts, His life, His spirit—in Christ Himself, we see revealed the character of God. Christ is the answer to the insistent question: What is God like? He is "The Portrait of the invisible God." By the picture of God which Christ presents, the truth or falsehood of all other pictures must be judged.

Many have come to recognise the value of scholars' work on the Old Testament; they admit the result to have been not loss, but gain; they see that to treat the books of the Old Testament "like any other book," to apply to them the ordinary methods of criticism and research is the sure way to discover whatever is extraordinary or unique in their teaching. We understand now that the Old Testament is inspired because it was written by inspired men, and for no other reason. But we are quite clear that an inspired writer 3,000 years ago was no more magically protected from mistakes than an inspired writer of to-day. In the case of the Old Testament this is now pretty generally admitted. Of the New Testament it is no less true. A hard and fast line cannot be drawn. Inasmuch as the writers of the New Testament stand nearer to the events which they describe, the evidence for those events may be thought to be so far better; yet complete certainty is no more divinely guaranteed for the New Testament than for the Old. We are concerned here not with what might have been, not with what we should have expected or preferred, but with what actually is.

Take, for instance, the question of New Testament miracles. Absolute proof that some alleged miraculous event either did or did not happen as described is never obtainable. In order to reach even to some degree of probability, the question must be approached from many sides. The New Testament writers expected miracles; the older defenders of Christianity saw in miracles the strongest proof that the Christian religion was true. To-day the position is different. For many of us, miracles are a difficulty, not a help. We see God not in the inexplicable, the extraordinary, the spectacular, but in the whole ordered course of nature and history. To find God only "in the gaps" is to see Him less and less as the gaps in our knowledge are filled up, and to run the risk at last of driving God altogether from the world. The Modern Churchman believes that what are termed the miraculous cures of Christ happened substantially as recorded; but for him they are not miracles, if by miracle you mean a breach of natural law, but rather proofs of what a man may do who understands what Nature's God would teach. With a story like the Feeding of the Five Thousand, the Modern Churchman has more difficulty. He does not deny its possibility, but he is inclined to seek an explanation in some natural event. A study of the growth of miracle stories in other religions and in the Middle Ages shows him how easily a natural event can be transformed into a supposed miracle.

What are we to say about the stories of the Virgin Birth and the Empty Tomb? The Modern Churchman asserts that the truth even of these events must be tested by the evidence available. Not even here can we speak of absolute certainty. But if the Modern Churchman questions the narratives of the Virgin Birth, he does not question the truth of the Incarnation; if he refuses to commit himself to a belief in the Empty Tomb, he does not doubt the reality of the Resurrection, nor the fact of a living and present Christ. He claims the right to distinguish between facts and the explanations offered to account for them. Christ, "the Portrait of the invisible God"—that is the fact. By that fact the Modern Churchman stands. But the fact does not depend on the story of the Virgin Birth, and that story he holds himself free to reject if the evidence seems to require him to do so. Again, Christ lives and He convinced the disciples of His continued presence—that is the fact; by that, too, the Modern Churchman stands. But he is not, therefore, bound to accept the story of the Empty Tomb. That story is perhaps nothing more than an inference from the fact of a living Christ—an inference natural indeed to the first century, but out of harmony with the thought of to-day. In each case the fact and the explanation are on different planes. I can never prove that the tomb was empty or that Christ was born without a human father. Here I can neither affirm nor deny with anything more than probability behind my statement. No experience of mine can make the truth of these stories a whit more certain. On the other hand, when I assert that Christ lives and that in Him I see God, I cannot force you to agree with me; but I can offer you the test of experience. I can say, "Look for yourself; see whether the faith of a Christian does not work as a hypothesis, does not fit the facts, does not verify itself increasingly with the growing years." A faith so tested has nothing to fear from new discoveries; it is a faith for simple and learned alike, since it rests not on the exploded authority of an infallible Bible, not on the hardly won conclusions of critic and scholar, but on the sure basis of experience, an experience which may be achieved by any honest and adventurous seeker after truth.

If the Bible is not infallible, neither is the Church. To the Modern Churchman the question: Did Christ found the Church? is really without meaning. Clearly He left followers to carry on His work in the power of His spirit. What He himself thought about the time and nature of His return it is difficult to determine. There can be little doubt that the disciples expected His "Second Coming" at any moment. Thus the question of Church organization can scarcely have been of overwhelming interest. Still less, if we may trust the Gospel portrait, can it have interested Christ. That the Church from early days has been governed by bishops, and that government by bishops has proved effective, is true. But to say that is not to say that a Church not so governed is no Church, nor may we assert that government by bishops or any other form of government whatever was commanded by Christ. The Church consists of all those "who profess and call themselves Christians"; its existence is necessary for carrying on the work of Christ; it is, in St. Paul's phrase, His body, inasmuch as His spirit dwells in those who follow Him and works through them. The unity which Christ required is a unity of spirit. He said nothing of organization. Where two or three are gathered in His name, there is Christ.

Of Creeds I shall say little. Creeds are based on the New Testament. They have no independent authority unless we are to suppose that the Church which vouches for them is infallible, and this both commonsense and the record of Church history forbid us to do. The statements of the Creeds are no more above criticism than the statements of the Bible. While the Creeds are valuable summaries of certain aspects of the Christian faith, it is absurd to require a wholesale acceptance of their statements as a condition of membership, for the simple reason that with the best will in the world we cannot bind ourselves to repeat all the clauses in exactly the sense which commends itself to our neighbours. In this connection we do well to remember the saying of the late Bishop of Carlisle, "The more complex the Creed, the more it obscures the Christ!"

There can be no doubt that Baptism and Holy Communion go back to the earliest days of the Christian Church, and the Modern Churchman desires that these sacraments shall be profitably used and honourably esteemed. At the same time he is careful not to ascribe to them a magical significance. He would have it made quite plain that unbaptized infants are no more beyond the circle of the love of God than those who have been baptized. For him the distinction between valid and invalid sacraments is unreal. The presence of Christ in the Holy Communion in no way depends for him upon the ministrations of a priest episcopally ordained. He may be even uncertain whether Christ intended to institute a service which should be repeated. On the other hand, he sees in the Holy Communion a service "instinct with the personality of Christ"; it is full of Christ's spirit; the ideas to which it gives expression are His. The Holy Communion stands for the truth that the world cannot afford to forget Christ, that Christ is no mere memory, but a present Friend; that in Him all are brothers, that God is seen in the common things and is accessible to all alike, that service and sacrifice are "the very bread and wine of existence," that to be a Christian is to receive into yourself the Spirit of Christ crucified, and to let that spirit express itself in work and action. Therefore it is that the Church does well to keep that service as the centre of its worship in every age.

For the Modern Churchman, as for all Christians, Christ is central. No one has ever succeeded in making too much of Jesus Christ. But just because we are so certain of this, we are eager, as Richard Baxter was eager, "not to make more fundamentals than Christ made." As Modern Churchmen we seek passionately the real Christ. In that search for reality we welcome the results of what is called the Higher Criticism, which enable us to know the Jesus of Galilee with a surer knowledge than was possible in former days. We find in Him one who saw God as Father, men as sons of God, life as an opportunity for service in the spirit of love. For us as for Christ the essentials of Christianity are found in love of God, love of man, and an attitude of discipleship towards Christ as Master. Our aim, therefore, is simplification. "Christianity," someone has said, "is something a great deal simpler than the Churches would like to make it." This we believe. But by simplification we do not mean a Christianity made easy, whittled down, robbed of its essential character; we mean rather a Christianity so simple in presentation that a child can grasp it, yet so true to Christ's own intention that only those led by His spirit can see the full range of the ideal which it presents to men. With the aim of simplification, I should wish to link the search for truth as a dominant desire amongst us. Reference has been recently made to "the Church's exasperating habit of telling little lies in support of a great truth." As Modern Churchmen we seek to free the Church from such a charge. Believing neither in an infallible Church nor in an infallible Bible, we claim Christ's promise of guidance into further truth; we regard the Church as a company of men and women pledged to proclaim Christianity "as a way of living ordinary life"; we stand to it that Christ has a message for every man in every age, and that in Him lies the solution of the world's problems, the answer to man's every need.

"With the great scientists we hold that the most important discoveries are made "not from any desire of gain, but from a simple determination to know the truth." We believe that by following this road "Christians will become as great masters of the spiritual world, as scientists have become of the natural world." With William Penn we assert that "God did never ask man leave to introduce or make further discoveries of His mind to the world"; with Robert Browning we say triumphantly, in the conviction of a personal experience which no doubt can shake—"The acknowledgment of God in Christ accepted by thy reason, solves for thee all questions in the earth and out of it."

VOLUNTEERS ON PARADE.

INSPECTION BY MAJOR-GENERAL LUARD.

ADDRESS TO THE TROOPS.

H.E. Major-General C. C. Luard, C.B., C.M.G. (the G.O.C. the Forces in China), carried out the annual inspection of the Hongkong Volunteer Defence Corps on the Murray Parade Ground yesterday evening.

Altogether there were between 300 and 400 officers, non-commissioned officers and men on parade under the command of Lt.-Col. L. G. Bird (the Commanding Officer of the Defence Corps). Prior to the inspection, the Corps paraded at the Volunteer Headquarters and headed by the Scottish pipers and drums marched to the Murray Parade Ground, where the inspection took place at 6 p.m. The various units present took up position in the following order:—The Artillery Company, Mounted Infantry and Armoured Car Section were drawn up with their backs to the Cathedral; while on their right flank, facing the road leading to the Peak Tramway, were the Engineers, Machine-Gunners, Infantry, Scottish Company, and Reserve Company and the Pipers.

On the arrival of Major-General Luard, who was accompanied by his A.D.C. and other staff officers, the Corps came to attention and then to the slope, which was followed by the "general salute." After the G.O.C. had carried out a thorough inspection of the different units, the march past was carried out, following which the Corps reformed into position and standing at attention were given a short address by the General.

The inspection was witnessed by a very large number of spectators, who filled the matshed, which was kindly placed at the disposal of the friends of the Volunteers, by the courtesy of the Officer Commanding the 1st Battalion East Surrey Regiment; while a large concourse also lined the road and the space around the parade ground.

THE G.O.C.'S ADDRESS.

Major-General Luard, in his address, after paying fine tribute to the efficiency of the Corps, and warmly complimenting the officers and other ranks on the smartness and cleanliness of their turn out, said:—"Your strength last year was 310. Your strength this year is 452. This increase is very satisfactory. It is not due to any special circumstances, but to solid work on the part of Officers, N.C.Os. and men of the Corps, in showing that the Corps is a real and solid contribution to the protection of the community. This is appreciated by the community and I hope that it will lead to a further increase. But remember that numbers, without efficiency, are not enough.

"In the Artillery Company, the formation of an additional Section from Taikoo is most satisfactory. This Section won the inter-section shoot at Taikoo, where both Sections did very well.

"The reorganization of the Engineer Company has placed this unit in a good position to meet the present day requirements of the Corps. The Field Company Section, though only formed last year, have done good work including 3 week end camps. The unit is keen and turns out well for any show.

"The Mounted Infantry Company is full of life. The importance of horsemastership must be remembered: keep your ponies fit to go on service. It is difficult with a China pony, but do not try to move too fast.

"The armoured lorry is a great accession to the strength of the whole corps. I hope it will induce recruits to join up.

"The Machine-Gun Platoon under modern conditions is one of the most valuable units. Remember that gun teams must be expert, and yours are, as was shown in the field firing at Fanling Camp.

"The Infantry are the backbone, as always. Infantry work is not always so exciting or interesting during peace time as that of other units, but you must stick to it and not mind that. Remember that the Lewis Gun is becoming more and more the weapon of Infantry, and a high standard of skill with it is necessary.

"The Reserve Company will form cadres on which the Corps will expand in emergency. It is absolutely necessary; and I hope all will join as time for active service passes.

"I am glad to see the Pipe Band on Parade, it constitutes a valuable part of the Corps. I congratulate you, Colonel Bird, and your headquarters on the results which this parade shows you have attained, and I hope that, with the continued support of the community, next year will show as big an improvement in the Corps under your command."

At the conclusion of the G.O.C.'s address, the Corps formed into column of route and marched back to the Volunteer Headquarters, where they were dismissed, after being complimented by Lt.-Col. Bird on the efficient and smart way in which they had carried out the parade.

SON'S FILIAL PIETY.

COURT STORY OF DEATHBED VOW.

At the Central Magistracy yesterday, before Mr. J. R. Wood, a young Chinese, named Li Yun, was charged with the possession of an automatic pistol and 99 rounds of ammunition.

Mr. T. G. Bennett appeared for the defence.

Sergeant Kennedy stated that the defendant was seen entering the Hau Tak Wharf, Connaught Road Central, at 5-45 p.m. on Thursday. A search was carried out in the usual manner, and in a parcel, which defendant was carrying under his arm, were found 99 automatic and dum-dum cartridges. On being questioned as to where the revolver was, defendant pointed to a package of nuts and said it was there. When the package was opened, the revolver was found concealed in the nuts.

Defendant made a statement when charged at the Central Police Station to the effect that about nine or ten years ago his father was assaulted by a man in Kongmoon. When defendant's father died, he asked defendant to purchase a revolver and take revenge. For this purpose defendant stated that he bought the revolver and ammunition in America and was on his way to carry out his father's instructions when arrested.

Mr. Bennett stated that the defendant was a laundryman on board the s.s. *Empress of Australia* and was on his way to his country, with the intention of rejoining the ship on the next voyage. Defendant had made a statement to him which was to the same effect as that made to the police.

Inspector Purdon stated that he had no instructions as to whether he should ask that the case be dealt with summarily or otherwise. He asked for a remand for a few days in order that further inquiries could be made.

The question of bail arose and His Worship stated that he did not feel he could allow bail.

Mr. Bennett said that this was not a very serious case and that it was a thing that happened in almost every country. It appeared to him that it was a case in which the police should ask His Worship to deal with the man summarily. The man might be able to find bail for a thousand dollars.

His Worship requested the police to consult Mr. King on the matter. On their return, it was stated that Mr. King desired the man to remain in police custody pending further inquiries.

His Worship remanded defendant until Monday morning.

INTIMIDATION CHARGE.

STORY OF CONSPIRACY IN A MATSHED.

Three Chinese appeared before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday on a charge of having obtained money by intimidation from Tsang Fu, a stonecutter, of Argyle Street.

Complainant said that he went to Sham Shui Po on April 7th to visit a clansman, but could not find him in the matshed where he had been informed that he was living. In the matshed he found two of the defendants who seized and assaulted him. They demanded $30 which was eventually reduced to $13. They then produced a document which he was forced to sign, its contents being to the effect that it was a bill of $13 owing by him to one of the defendants for work done. One of the defendants accompanied him to Yaumati where he intended raising the money, but failed to do so. Since then the defendants had daily come to his home, threatening that they would rip him to pieces if the money was not forthcoming on April 12th.

On that date witness took a $10 note to the police station where it was marked by an inspector. He then went to a tea-shop where he had arranged to meet the men and handed the note to the second defendant. All three were then arrested by detectives who were present.

The first defendant said that he had only acted as guarantor. He had not seen complainant being assaulted in the matshed but did see the second defendant write out the document which complainant signed.

The second defendant said that he worked with complainant last year, and lent him $13, which he demanded when he again met him. He denied having written the document. The third defendant said that he was a friend of the second defendant but had nothing to do with the matter.

The case was adjourned until this morning.

LOCAL SPORT.

FOOTBALL.

The following games are down for decision to-day:—

HONGKONG LEAGUE.

Division II.

South China "A" v. St. Joseph's "B," Sookunpoo ground, at 3 p.m. Referee: Mr. Smyth.

East Surreys Res. v. University, Sookunpoo ground, at 4.30 p.m. Referee: Mr. Marfett.

LAWN TENNIS.

H.K.C.C. TOURNAMENT.

YESTERDAY'S GAMES.

The lawn tennis tournament in connection with the Hongkong Cricket Club was continued yesterday when the results were as follows:—

Open Championship Singles.—Lau Fook Ling beat S. Sudo, 6-1, 6-1, 6-0; M. W. Lo beat A. S. Hett, 6-3, 6-2, 6-1.

Handicap Singles "A."—E. Grimble (+3/6), beat H. King (+2/6), 7-5, 6-4.

MONDAY'S MATCHES.

The following games are down for decision on Monday:—

Mixed Doubles.—Mr. and Mrs. R. M. Smith v. Mr. and Mrs. Woodward.

Open Doubles.—A. S. Hett and G. R. Sayer, *vs.* H. D. and S. A. Rumjahn.

Handicap Doubles.—W. Ironside and C. C. Hickling v. P. H. Bonnerman and G. van Egmund.

Open Championship Doubles.—C. and J. Chou v. Ng Sze Cheung and Yung Hin Lun; Dr. J. Aubrey and Dr. D. R. Gawler v. F. H. Henslowe and H. C. Gould.

Handicap Singles "B."—H. A. Armstrong v. D. D. Dryden.

BILLIARDS.

CHAMPIONSHIP OF COLONY AT V.R.C.

In the amateur billiards championship tournament of the Colony the semi-final between Mr. P. Yvanovitch and Mr. Ng Sze Cheung is to be played at the Victoria Recreation Club on next Wednesday evening. The winner of this match will meet Mr. S. C. Kwok, the other semi-finalist, on Monday, April 27th. On Wednesday evening, April 29th, the challenge round, in which the holder of the championship, Mr. A. J. Osmund, will meet the winner of the qualifying final, is down for decision to decide who shall hold the championship title for the ensuing 12 months.

CRICKET.

K.C.C. v. C.S.C.C. "A."

The following have been selected to represent the K.C.C. at home at 2 p.m. to-day:—J. C. Lyal, F. Goodwin, A. A. Dand, S. Jex, Geo. Lee, A. W. Ramsay, A. R. F. Raven, L. A. R. Duncan, W. F. J. Gorvin, E. G. Renton, and A. J. Kew.

TUTORIAL INSTITUTE.

YESTERDAY'S SPORTS MEETING.

The annual sports of the Hongkong Tutorial Institute were held yesterday at the Queen's College Recreation ground, Causeway Bay. There was a large gathering present including: Messrs. Lui Sun Yui, chairman of the Committee, N. H. Fok, Chan Kam Chuen, and Lui Shui Ming. At the conclusion of the sports the prizes were distributed by Mr. Wong Kwong Tin. The principal events were won by the following:—

Senior High Jump.—Kwong Kwok Luen.

Senior 100 yards Flat Race.—Chan Hau Leung.

Senior Long Jump.—Li Chun Keung.

Senior 220 yards Flat Race.—Chan Hau Leung.

Senior 440 yards Flat Race.—Chan Hau Leung.

Senior 120 yards Hurdles.—Chan Hau Leung.

Old Boys Race.—Leung Hoi.

Staff Race.—1, Mr. S. L. Yen; Mr. F. C. Li and Mr. S. L. Liu were respectively second and third.

Half Mile Flat Race.—Tam Kim Hing.

The Senior champion was Chan Hau Leung, and the Junior champion, Ip Sui Chuen.

LOCAL BOXING.

COMPETITION NEXT WEEK AT V.R.C.

Entries already to hand in connection with the Amateur Boxing Tournament, which is to be held under the auspices of the Victoria Recreation Club, on Thursday, Friday, and Saturday next number over 50. There are fifteen from the Navy, namely:—H. A. H. Harrow (H.M.S. *Despatch*), 10 stone; A. Burghall (H.M.S. *Ambrose*), lightweight; A. E. Davey (H.M.S. *Ambrose*), lightweight; H. J. Balchin (H.M.S. *Ambrose*), lightweight; N. Bell (H.M.S. *Ambrose*), middleweight; L. G. Rogers (H.M.S. *Tamar*), featherweight; P. O. Mears (H.M.S. *Tamar*), welterweight; A. B. Easterling (H.M.S. *Cicala*), lightweight; Stoker Thatcher (H.M.S. *Titania*), welterweight; Stoker Thompson (H.M.S. *Titania*), middleweight; Boy de Ghy (H.M.S. *Durban*), Bantam, Telegraphist Johnson (H.M.S. *Durban*), featherweight; Boy Burrows (H.M.S. *Durban*), lightweight; Signalman Thomas (H.M.S. *Durban*), welterweight; Stoker Whitell (H.M.S. *Durban*), light-heavyweight, with L. L. Lew, featherweight, and H. H. Rose (Eaema Club), heavyweight.

In connection with the School Boys' competitions, Kowloon British School have sent in six entries; the Diocesan Boys' School eleven, and St. Joseph's College sixteen.

The weighing in of contestants has been fixed for Monday evening.

HONGKONG'S GOVERNOR.

HOME PAPER'S FINE TRIBUTE TO SIR R. E. STUBBS.

The *China Express and Telegraph*, in its issue for March 19th, says:—

Reuter informs us that on June 27th, Sir Reginald Stubbs, Governor of Hongkong, will proceed to England and is not expected to return to the Colony. Sir Reginald will then have completed the five year's term of his appointment, and following the usual practice, will make way for another. There can be little doubt that Sir Reginald's first experience as a full-fledged Colonial Governor has been a pronounced success and his future career will be followed with keen interest by all who have witnessed the remarkable strides the distant Colony has made under his guidance.

Hongkong has certainly been satisfied with his administration. Not long ago the unofficial members of the Legislative Council, backed by the local Press and the community, paid him the high compliment of sending to the then Secretary of State for the Colonies a unanimous representation asking that His Excellency's term of office be extended. The suggestion was welcomed by Mr. J. H. Thomas owing to the difficulty of finding suitable men in his own party to act as Colonial Governors. Apparently it is not so with the present Government which has greater resources to draw upon. Apart from the personal qualities that have made him a wise and able Governor and gained him high prestige in Hongkong there are other factors in Sir Reginald's favour.

He is familiar with the Colony's peculiar problems, many of which, such as the big development works, are only now coming to a head. He has the experience of the seamen's strike, almost essential for the man who will guide the Colony through the trials of the next five years. He is the apostle of a financial policy which not only makes the Colony safe from heavier taxation for years to come but at the same time provides many huge public works that cannot fail to enhance the Colony's prosperity. Sir Reginald's successor will have no easy task in assimilating all that has been set going during Sir Reginald's régime, and it seems a pity that, in such happy circumstances as Hongkong presents to-day, there should be any occasion for a change when the community itself is so well satisfied.

HONGKONG NAVAL DOCK.

POSSIBLE SALE HINTED AT IN HOME PAPER.

The following passage occurs in an editorial in the *China Express and Telegraph* on the subject of the Singapore Base:—

We have yet to hear that anyone has ever been moved to protest over Japan's measures to defend her coasts or that any umbrage has been taken in Japan over the existence of the naval dockyard at Hongkong. It is true that expansion at Hongkong was stopped by the Washington agreement, but we had Singapore in view then, and it is doubtful if we ever intended expanding at Hongkong since for many years it has been a local grievance that the existence of the Naval Dockyard where it is prevents the natural expansion of a very crowded commercial city. It has been suggested that the Admiralty should sell the dockyard at Hongkong, and now that a definite decision has been reached as regards Singapore, this is a matter which will probably be gone into.

IN MEMORY OF DR. SUN.

HEUNGSHAN DISTRICT RENAMED "CHUNGSHAN."

The *Canton Gazette* states that the Central Executive Committee of the Kuomintang recently received a proposal from the people of the Heungshan District, the birth-place of the late Dr. Sun Yat Sen, to alter the name to "Chungshan" in memory of Dr. Sun. The Committee petitioned Governor Hu Han Min in support of the proposal. The request has now been sanctioned and a public notification has been issued to the effect that the Heungshan District will hereafter be known as "Chungshan."

AMATEUR ATHLETIC MEETING.

TO-DAY'S V.R.C. EVENT.

The Annual Amateur Athletic Sports meeting, open to all in the Colony, the Clubs and H.M. Forces, which is to held this afternoon under the auspices of the Victoria Recreation Club on the Hongkong Football Club ground at Happy Valley, promises to be very successful, providing the weather holds good.

Yesterday evening, the following heats were decided:

100 yards.—Heat 1: 1, P. Remedios, 10.4-5; 2, A. Rahman. Heat 2: 1, L. A. Larvalku, 10.3-5; 2, P. Young. Heat 3: 1, D. D. Urquhart, 10.3-5; 2, H. A. Alves.

120 yards.—Heat 1: 1, B. Alves, 12.4-5; 2, M. P. Remedios. Heat 2: 1, D. D. Orr, 12.3-5; 2, A. Rahman.

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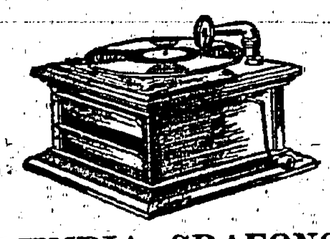
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NEW ADVERTISEMENTS

SOCIETY OF ST. GEORGE, HONGKONG.

THE Committee of the Society will lay A WREATH on the CENOTAPH on ST. GEORGE'S DAY, APRIL 23RD, at 12.45 P.M. It is hoped that as many Members as possible will be present. [2121

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SARDINIA."

ARRIVED HONGKONG ON 17TH APRIL, 1925.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf, ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS, at 10 a.m., on Mondays and Thursdays, within the free storage period.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th April, 1925, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 17th April, 1925. [2120

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "DUCHESSA D'AOSTA."

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless Notice to the contrary be given before 15th instant.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th inst. or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 15th April, 1925. [2110

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Company's Steamer "CALCHAS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 16th April.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 22nd April, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th May, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th April, 1925. [2115

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "MENTOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 16th April.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 22nd April, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th May, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th April, 1925. [2116

INTIMATIONS

NOTICE.

WE Have THIS DAY Authorized MR. R. SCHMIDT to Sign for Our Firm in Hongkong Per Procuration.

CARLOWITZ & CO., "Bank of China Building."

Hongkong, 15th April, 1925. [2102

NOTICE.

MR. ISAIAS FRANCISCO DA ROCHA will be In Charge of Our Office during the Absence of MR. CARL E. KOEHLER.

A. B. THE SWEDISH TRADING CO. FIL IN CHINA, LTD.

Hongkong, 14th April, 1925. [3734

NOTICE.

I have started Business from Date as Share and General Broker, under the Style and Firm Name of EDWARDS & CO., at the Bank of Canton Buildings, No. 6, Des Voeux Road Central.

MR. LEWIS A. TOBIAS, has Full Power to deal in My Name and also Signs for the Firm Per Procuration.

H. E. EDWARDS, Member of the HONGKONG SHAREBROKERS ASSOCIATION. [2107

NOTICE.

MONIES up to $500,000 are available for investments on first class Mortgage security, subject to a trustee valuation.

Apply to Messrs. DEACON, 1, Des Voeux Road Central. [2106

BY ORDER OF THE FIRST MORTGAGEES.

PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTIES.

SITUATE at SHAMSHUIPO in the DEPENDENCY OF KOWLOON AND COLONY OF HONGKONG and known as NEW KOWLOON INLAND LOTS NOS. 221 and 223. Together with All Messuages or Tenements and other Erections and Buildings thereon respectively.

IN TWO LOTS BY MR. E. V. M. R. DE SOUSA, Auctioneer, AT THE CHINA AUCTION ROOMS, China Building, Queen's Road Central, Hongkong, ON WEDNESDAY, THE 29TH DAY OF APRIL, 1925, AT 3 O'CLOCK P.M.

For further Particulars and Conditions of Sale, Apply to:—

MESSRS. GEO. K. HALL BRUTTON & CO., Mortgagees' Solicitors, St. George's Building, Chater Road, Hongkong, or to MR. E. V. M. R. DE SOUSA, The Auctioneer, China Building, Queen's Road Central, Hongkong. [2111

S.S. "ANDRE LEBON."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., and also Cargo from BORDEAUX ex s.s. "VILLE DE METZ," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Monday, the 20th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Wednesday, the 22nd instant, or they will not be recognised.

All damaged Packages will be examined on Saturday, the 18th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER, Agent.

Hongkong, 13th April, 1925. [2098

THE BEN LINE STEAMERS, LTD.

FROM MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENLEDI."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 20th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 13th April, 1925. [2097

INTIMATIONS

CHINA UNDERWRITERS, LIMITED.

NOTICE IS HEREBY GIVEN that The FIRST ORDINARY YEARLY MEETING of SHAREHOLDERS of CHINA UNDERWRITERS, LIMITED, will be held in the Offices of Messrs. SHEWAN, TOMES & COMPANY, St. George's Building, Chater Road, Hongkong, on SATURDAY, the 25TH DAY of APRIL, 1925, at 11.30 o'clock in the FORENOON, for the purpose of receiving the Report of the General Managers and a Statement of Accounts for the year ending 31st December, 1924, and of Electing a Consulting Committee and Auditors.

The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, APRIL 15TH, to SATURDAY, APRIL 25TH, both days inclusive.

By Order of the General Managers, R. FARRANT, Manager and Secretary.

Hongkong, 8th April, 1925. [2091

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Offices of the Company, "ST. GEORGE'S" BUILDING, No. 6, CONNAUGHT ROAD, on MONDAY, the 27TH APRIL, 1925, at 11.30 O'CLOCK A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers, for the year ended the 31st December, 1924, and Electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 16TH APRIL, 1925, until MONDAY, the 27TH APRIL, 1925, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 9th April, 1925. [2092

LANE, CRAWFORD, LIMITED.

NOTICE IS HEREBY GIVEN that The THIRD ANNUAL ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, ROYAL BUILDING, ICE HOUSE STREET, Hongkong, on WEDNESDAY, 29TH APRIL, 1925, at NOON.

The TRANSFER BOOKS of the Company will be CLOSED from 20TH APRIL, 1925, to 29TH APRIL, 1925, both days inclusive.

By Order of the Board of Directors, S. J. JORDAIN, Secretary.

Hongkong, 14th April, 1925. [2113

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for The FOURTH EXTRA RACE MEETING to be held on SATURDAY, 2ND MAY, 1925 (weather permitting), may be obtained at the RACE COURSE, HONGKONG CLUB and CAUSEWAY BAY STABLES.

Entries will Close at 12 o'clock NOON on SATURDAY, 18TH APRIL, 1925. [2068

HONGKONG JOCKEY CLUB.

THE Clerk of the Course, Mr. F. SUTTON, having left the Colony all Communications until further notice should be addressed to the STEWARDS, c/o LINSTEAD & DAVIS. [2105

WANTED.

WANTED Some Old Second Hand CARPETS for Packing Purposes, No Matter How Old but Must be Clean.

Apply to— MR. PERCY SMITH, 6, Des Voeux Road Central. [2117

TO LET.

FROM 1ST JUNE TO 15TH OCTOBER, 373, THE PEAK.

Apply—ELDON POTTER, Prince's Buildings. [2112

TO LET.

GODOWNS in ALEXANDRA BUILDINGS (Basement).

Apply— SECRETARY, A. S. WATSON & CO., LTD. 2032]

TO LET.

STORAGE SPACE on Marine Lots with Godowns and Chinese Houses TO LET.

W. S. BAILEY & CO., LTD., Kowloon Bay. 1799]

TO LET.

FROM APRIL FLATS in CHAN TONG Two Minutes from SHAMEEN BRITISH BRIDGE, With Bath-rooms, Kitchens, and Servant Quarters, Electric Lights, and Water.

Apply— E. R. MOGRA, 25, British Concession, SHAMEEN. 2037]

TO LET.

POSSESSION 1ST JUNE, "KELLETT MANOR" being No. 185, MOUNT KELLETT.

Apply on the Premises, or to— MR. H. PERCY SMITH, 6, Des Voeux Road Central. [2118

PREPAID "WANTED" ADVERTISEMENTS

☞ Letters are lying at this Office for Boxes—XE, XL, XS, XYZ, YI, 39, 40, 880, 979, 1609, 1890.

INTIMATIONS

WATSON'S

Celebrated

DRY GINGER ALE

Its unique 'dryness' delightful aroma and rich flavour are features which give this beverage the IMMENSE POPULARITY it deserves.

It has been repeatedly declared by travellers, tourists and others, that **WATSON'S DRY GINGER ALE** is **UNEQUALLED** by any similar product throughout the world.

"PYERIS"

SPARKLING MINERAL WATER

A Delicious Table Water, healthful and refreshing. Surpassing in quality the celebrated European Spa Waters.

Blends excellently with Wines and Spirits, especially **Whisky.**

IN QUARTS, PINTS & SPLITS.

A. S. WATSON & CO. LTD.

AERATED WATER MANUFACTURERS.

ESTABLISHED 1841.

DEATHS.

HILTNER.—At Shanghai, on April 13th, FREDERICK MEAD HILTNER, infant son of Dr. and Mrs. WALTER G. HILTNER.

STARK.—At Hangchow, on April 10th, the result of an accident, DANE FOOTE STARK, age 22.

TAIT.—At 23, Eildon-street, Edinburgh, on March 23rd, ANNIE SHAW TROTTER, widow of JAMES TAIT, Amoy, China, and Portobello.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, APRIL 18TH, 1925.

THE DEVELOPMENT OF AIR TRAVEL.

THE aeronautical world followed with great interest and satisfaction the recent epoch-making long distance flight from London to India and back. It was made in a D.H. 50 machine, fitted with a 230 h.p. Siddeley engine, piloted by Mr. ALAN COBHAM, and was undertaken in order to enable Sir SEFTON BRANCKER to survey air routes to the East and to confer with Government and other officials on the way and in India. At an official welcome extended to the aviators by a large and representative gathering on their return to England "the extremely practical results" that would flow from this great feat were emphasised by several experts who spoke with a due sense of responsibility. Sir PHILLIP SASSOON, M.P. (Under-Secretary of State for Air), observed that this flight had raised the prestige of British flying and had done more than any other single exploit since the war to give direct encouragement to British civilian flying.

"The popularisation of flying as the normal means of communication between the different parts of the Empire," he said, "depended far less on spectacular performances under abnormal conditions than on the evidence their guests had given—that with no more precautions or preparation than was entailed by the ordinary establishment of a commercial air line, British pilots, machines, and engines, were able to cover enormous distances with complete security." Mr. SOPWITH described the flight as one of the greatest ever performed because it was undertaken without any forward organisation, and "in the same way as if Sir SEFTON BRANCKER had asked a taxi-driver at Hyde Park to take him to India." That may seem to be the language of exaggeration but we have the pilot, Mr. COBHAM saying, on the same occasion that "flying is really very simple, and any flight can be made an ordinary affair." There was really, he said, nothing wonderful about the flight to India and back, and he had been convinced that in ten, or even in five, years' time it would be an every day occurrence. The need, he added, was to teach the man in the street about flying. Certainly the growing number of enthusiasts in England—the men who devote their brains and resources to the development of aviation—miss no opportunity of preaching the advantages of aviation and the possibilities the future holds for it. Air travel is steadily coming to be regarded as safe as travel by ship or train. Sir SEFTON BRANCKER says that what impressed him about the latest very fine feat of aviation more than anything was "the extraordinary comfort of the flying." It had absolutely ruined him, he said, for any other form of transport and he expressed the opinion that one could fly continuously night and day without nearly as much unpleasantness as in any ordinary railway train. It may take a long time yet to persuade any considerable number of people of this, but it can hardly be doubted, now that "the train to India" has been blazed, the establishment of an air route will not be long delayed, and that it may prove to be the first of many world-paths for air travel and transport. The growing interest in air transport in many parts of the world—the establishment of air mails particularly—is a very noteworthy sign of the times.

Mrs. P. P. J. Wodehouse left for Weihai-wei on 16th inst. by the s.s. *Haichow*. She expects to return about the beginning of July.

The total output of the Kailan Mining Administration's mines for the week ending April 4th amounted to 78,003 tons, and the sales to 69,000 tons.

The return of notifiable diseases in the Colony for the 24 hours ended on April 16th shows 1 case each of small-pox, diphtheria, and cerebro-spinal fever, all Chinese.

The Cunard liner *Mauretania* sailed from Southampton for New York on March 21st. Among the passengers booked to travel by her were Mr. and Mrs. D. G. M. Bernard, infant and nurse.

The American Consulate-General, Hongkong, received the following typhoon warning from the Manila Observatory at 11.45 a.m. yesterday.: Typhoon in about 138deg. Long. E., 14deg. Lat. N., moving N.

His Honour MR. H. H. J. Gomperts, the Puisne Judge, who has been in the Colony for the past 34 years, leaves Hongkong to-day on Home leave. During his absence Mr. J. R. Wood will act as Puisne Judge.

Recent wills include the following:—Reynell, Mr. Alfred Exe, of The Thatched House Club, St. James's, S.W., and of the Shanghai Club, The Bund, Shanghai, for many years with Messrs. Jardine, Matheson & Co., £23,954.

Owing to ill-health, Sir R. Black has resigned the chairmanship of the Mercantile Bank of India, but retains his seat on the board. Mr. J. M. Ryrie has been elected chairman, and Mr. H. Melvill Simons succeeds him as deputy-chairman.

At the conclusion of the annual athletic sports, being held under the auspices of Victoria Recreation Club, on the Hongkong Football Club's ground, at Happy Valley, this afternoon, His Excellency the Governor (Sir Edward Stubbs, K.C.M.G.) will present the prizes.

An Indian watchman, who was found to have opium in his possession, whilst being taken to the police station on Thursday by Sub-Detective Andrews attempted to escape. The detective fired at him and wounded him in the heel. He was taken to the Government Civil Hospital.

The following appointments have been made by the Admiralty:—Commd.-Engr. T. Clegg, to *Titania*, addl. (March 18th), and for *Marazion* (from date of joining). Lieut.-Comdr. (E.) B. W. Greathed, to *Tamar*, addl. (April 10th), and as assist. to Chief Engr., Hongkong Dockyard (from date of joining).

Sir Paul and Lady Chater left for England by the *Empress of Australia* yesterday. Sir Paul expects to be back here in the early Autumn. Mr. H. P. White travelled by the same vessel and anticipates returning to the Colony before the end of the year.

The highest award of the Boy Scouts Association—the Bronze Cross—has been granted posthumously to mark the heroism of a 13-year-old Chinese boy. Scout Fred Gisell was a member of the 1st Tientsin Troop. When his home caught fire recently he gave the alarm. His father was stupefied and unable to move, and the boy elected to remain with him rather than follow his mother to safety.

Mr. W. Meyerick Hewlett, H.M. Consul-General at Amoy, arrived in Shanghai on April 13th. He had the misfortune to be bitten by a dog a week before, and although there is no suggestion that the dog was diseased, his medical adviser considered it better that he should go to Shanghai for the Pasteur treatment. Mr. Hewlett was formerly Consul at Shanghai, and was subsequently stationed at Chengtu.

It is noted in the London papers that the passing of the Red Star liner *Belgenland* (27,132 gross tons) through the Suez Canal in the last lap of a 30,000 mile cruise around the world with over 450 tourists on board is a matter of outstanding importance, as the *Belgenland* is the largest ship to pass through the Canal. She was the largest ship also to pass through the Panama Canal, thus establishing records for these canals.

A large gathering of members of the Kowloon Cricket Club, and other well-wishers went on board the s.s. *Empress of Australia* yesterday to say *Au Revoir* to Mr. Ezra Abraham, Vice-President of the K.C.C., who left on that vessel for a holiday in Europe. Besides spending some three months in England, Mr. Abraham proposes to make an extensive tour of the Continent, and expects to return to Hongkong shortly before Christmas.

Further appointments to the China Station are:—Lieut. R. W. Gordon, to the *Vindictive*, Sub-Lieuts. E. E. J. Gilman, to the *Despatch*; Sugn.-Lieut. J. A. E. Tannian, M.B., to *Cricket*, appointment to *Martin* cancelled (undated); Lieut.-Comdr. E. G. Bindloss to *Hawkins* (T.) addl. (March 31st), and as Fleet (T.), officer from date of joining. On March 16th Lieut. E. R. Milnes was appointed to the *Hollyhock* and Lieut. E. G. A. Clifford to the *Magnolia*.

The garrison of Hongkong is to be maintained at the following strength in the coming year:—Royal Artillery, three batteries, 311 of all ranks; Royal Engineers, eight officers and, 37 men; Royal Corps of Signals, one officer and 14 men; infantry, one battalion of 881 of all ranks; Royal Army Service Corps, three officers and 17 men; Royal Army Medical Corps, seven officers and 37 men; Royal Army Ordnance Corps, five officers and 32 men; together with Colonial and Indian troops, 66 officers and 1,553 and various detachments, making a grand total of 3,014 of all ranks and arms.

"Madame Daisy Laighwang" has been lecturing in Scotland. The lady is the wife of the Legation Secretary at Vienna. She told a Glasgow audiences that "the province of Hunan in Central China, one of the most civilised and progressive of all the States of that huge country which contains more people than the whole of Europe, is sometimes spoken of as the 'Chinese Scotland.'" A writer in the *Glasgow Herald* says: It was strange enough to hear the English language flow easily from the lips of Madame Laighwang; it was stranger still to hear the name Scotland linked so closely with an inland province of China. The lecture, however, sufficed to prove that since the revolution in 1912 China has been making rapid strides forward, and it showed the lecturer herself an unusually cultured woman even according to Western standards.

The case entered in the Supreme Court at Seremban F.M.S. in which a Judge claimed damages against a Club for "posting" him has been settled out of Court. When the case was called the Judge presiding over the Court expressed his pleasure at the settlement of the action. It had, he said, obviously been due to a misunderstanding. It seems that the plaintiff had put down his name for a donation of $100 towards a Christmas Tree. This was a sum in excess of the amount standing to his credit at the Club, but plaintiff's case was that he did not anticipate that this donation would be treated as an ordinary item in his Club account. A curious sequel was that the Club's solicitor asked for costs, "since the suit was withdrawn." After argument, His Lordship said that in view of the letters read it seemed to him that defendants were in a position more or less of having apologised for the action they took. That being the case he did not propose to make any order regarding costs.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BRITISH AIRSHIP ADRIFT.

MEMBER OF CREW'S FINE FEAT CLEARING CABLES.

LONDON, April 17th.

When the R33 broke adrift at Pulham, she carried off four mooring wheels, each weighing half a ton, suspended two forward and two aft at the end of cables 100 feet long.

Just off Lowestoft, a member of the crew clambered along the "cat-walk," made a hole in the canvas, and hanging on by his legs and held by another man, he worked with a steel-cutting chisel and hammer until the cables were cut and the wheels dropped, like bombs, into the sea.

The breakaway from the mooring-mast, under stress of the wind, was due to a rotten piece of metal giving way at a concealed spot. The night emergency crew of twenty had just changed with the day crew; but the ship started off before two of the new crew were on board.

Three of the engines were started up within two minutes of the airship getting into motion.

REPORTING HER POSITION.

The R33 has been in touch with the Air Ministry all night long. She reported at 6.30 this morning that she was 50 miles west by south of Amsterdam.

CROWDS ARE DISAPPOINTED.

Crowds gathered at Pulham, last night, in anticipation of the return of the R33, and were disappointed when the news leaked out that she was unlikely to be home before late in the afternoon. Anxiety was allayed by assurance from the radio messages, received from the ship, which indicated that the men were as happy as skylarks.

The Meteorological Office forecast is moderate to fresh north-west wind over the North Sea, with visibility good. Should an increase in the velocity of the wind delay her arrival till nightfall, the airship will stand off till daylight.

The latest official report at 10 a.m., that the R33 was 37 miles from Lowestoft and fuel sufficient if she maintains her progress, has given satisfactory confirmation of the belief in her ability to weather the gale. The vessel at present is making a good 9 knots against 30-knot wind from the W.N.W., moderating to 20 miles an hour at 2,000 feet.

The R33 has been sighted near Cromer, travelling at 14 knots.

EARLIER CABLES.

WIRELESS IN "TOUCH."

LONDON, April 16th.

The coxswain of the motor lifeboat which followed R33, and has returned to Lowestoft, said that he first noticed the airship when she dropped a white light, which was a signal of distress. He immediately mustered his crew and left seaward. The airship was ten thousand feet up, broadside to the wind, driving eastwards.

There were frequent rain squalls, and visibility was bad. The wind was sixty miles an hour and the sea very rough.

When seventeen miles out, a gunboat overtook the lifeboat, which returned. The airship was then apparently on a level keel, going before the wind. The coxswain was of opinion that the crew were contemplating landing on the Dutch coast.

VESSEL IS LOCATED.

AMSTERDAM, April 16th.

The wireless station at Rotterdam has located the R33 by wireless in the vicinity of the island of Terschelling.

SHIP NOT DAMAGED.

LONDON, April 16th.

The Air Ministry announces that the R33 at four in the afternoon was twenty-five miles west-north-west of Texel light.

Half an hour later she was seventy-five miles north-west of Amsterdam and still maintaining a north-easterly course. It is pointed out that there is no breakage of the airship. The small arm of the masthead at Pulham is broken off and dangling from the bow. This occasioned the report that the bow was damaged.

The wind veered to north-west this afternoon, and decreased to twenty-five miles over the north of England, therefore the R33 has been instructed to maintain her present course. She is not expected to return to Pulham to-night.

FREQUENT SIGNALS.

AMSTERDAM, April 16th.

R33 is signalling every quarter of an hour, enabling Wallhaven, Croydon, and Pulham aerodromes to locate her position. Apparently there is no professional wireless operator aboard. The wireless bearings show that the airship is moving against the gale, and therefore her engines are still working.

A wireless message has been picked up from the Japanese steamer *Amazon Maru* stating that the R33 is driving towards Egmond, near Alkmaar, with her nose crushed in, and she requires assistance.

(Continued on next Column).

LATEST CABLES.

COTTON INDUSTRY.

MR. HAMMERSLEY'S PLAN IS TOO COSTLY.

LONDON, April 17th.

According to the *Manchester Guardian*, the recent suggestion of Mr. S. S. Hammersley (C. Stockport) that the cotton industry might be improved—by applying a more substantial proportion of Lancashires spinning machinery to the use of Indian Cotton—seems to have met more opposition than support hitherto, both from spinners and manufacturers. It is pointed out that Lancashire merchants established themselves in the markets of the world as sellers of better qualities of cotton cloths; and before Mr. Hammersley's idea of producing the cheapest cotton goods could be carried out, new markets must be found; and by that time the whole position might be changed.

Spinners say a substantial increase in the use of Indian cotton in Lancashire would immediately inflate the price of such cotton and thus destroy any value in Mr. Hammersley's idea as a commercial proposition. And anyhow the cost of altering the mills would be prohibitive as a means of extracting the cotton industry from a "temporary *impasse*," though it might pay anyone building new mills to equip them for spinning Indian cotton in order to make a bid for the markets of Africa and the Far East.

ENGINES WORKING WELL.

LONDON, April 16th.

The Air Ministry announces that the R33 has wirelessed a report that her engines are working O.K.

SIGHTED NEAR YMUIDEN.

AMSTERDAM, April 16th.

The R33 was sighted at seven this evening over the fortress of Ymuiden, flying high, in a northeasterly direction.

The entire staffs of the Dekody and Soesterberg aerodromes have been mobilised to assist a landing if necessary, but R33 has changed her direction southwards, and her engines are apparently working well.

KEEPING IN TOUCH.

LONDON, April 16th.

The Air Ministry is maintaining regular contact with the R33, which wirelessed at 8.25: "Will make for England when the wind moderates."

At 8.45 she wirelessed: "Attempting to return."

Later.

The Air Ministry announces that the R33 is reported to have crossed the Dutch coast proceeding west-north-west at from 5 to 10 knots per hour. The Admiralty has instructed the *Godetia* to accompany her homeward across the North Sea.

The gale, which had reached a hundred miles an hour in some places earlier in the day, has now subsided considerably.

The Air Ministry has precautionarily arranged with continental aerodromes in the event of a forced landing, but points out the risks of landing abroad in unfavourable weather.

The R33 wirelessed at 10.03 p.m. that she did not intend to land at Rotterdam.

TURNING HOMEWARDS.

Later.

After her unexpected trip across the North Sea, lashed by the fury of the gale, the R33, which is filled with inflammable gas, with twenty of her complete crew of twenty-eight aboard, commanded by the First Officer (Flight Lieutenant Booth) and including Corporal Potter, the survivor of the R38 disaster, was gallantly battling at midnight towards Pulham, where the aerodrome is illuminated. A landing crew of three hundred prepared for a nightlong vigil. Lieut. Booth has evidently determined not to descend on the Continent, though precautionary arrangements had been made with Holland, France and Germany.

Later.

The Air Ministry announces that the R33 wirelessed to the *Godetia* at 11.5 p.m. as follows:—

"My position is 14 miles 255 degrees (compass bearing) from Ymuiden. Am making a little headway. Please close and show searchlight."

Another message sent by wireless a few minutes later to Pulham reported the wind movement, confirmed the airship's progress and asked for the weather forecast.

An Amsterdam message says the R33 has wirelessed to Waalhaven aerodrome that she has enough petrol to last twenty-four hours. The nose of the airship is heavily damaged, but it is not considered that a forced landing in Holland is necessary, anyhow before dawn. She hopes to reach Calais on Friday morning.

[REUTER'S AMERICAN SERVICE.]

U.S. AIRSHIP ADRIFT.

BELLEVILLE (ILLINOIS), April 16th.

Simultaneously with the vagaries of the R33 from Pulham, an American airship, with a crew of seven, broke her steering gear and drifted off via Granite City across the Mississippi. She eventually landed successfully at Black Walnut.

LATEST CABLES.

NEW FRENCH CABINET.

M. PAINLEVÉ SUCCEEDS IN FORMATION.

PARIS, April 17th.

The Cabinet has finally been composed as follows:—

M. Painlevé.—Premier and Minister of War.

M. Steeg.—Minister of Justice.

M. Briand.—Minister of Foreign Affairs.

M. Caillaux.—Minister of Finance.

M. Schrameck.—Minister of Interior.

Mr. De Monzie.—Minister of Education.

M. Emile Boul.—Minister of Navy.

M. Andre Hesse.—Minister of Colonies.

M. Durand.—Minister of Agriculture.

M. Chaumet.—Minister of Commerce.

M. Laval.—Minister of Public Works.

M. Durnfour.—Minister of Labour.

M. Anterjou.—Minister of Pensions.

UNDER-SECRETARIES' POSTS.

The following have been appointed as Under-Secretaries:—M. George Bonner (To The Premier), M. Ossola (War), M. Danielou (Merchant Marine), M. Eynac (Aeronautics), M. Delbos (Fine Arts and Technical Education), M. Delbos (Liberated Regions), M. Schmidt (To The General Commissioner) and M. Benazet (War).—*Havas.*

EARLIER CABLES.

AFTER M. CAILLAUX.

PARIS, April 16th.

M. Painlevé's friends declare that he will abandon the task of forming a Cabinet unless he obtains the collaboration of M.M. Briand and Caillaux for the foreign and finance portfolios respectively.

It is reported that M. Briand does not favour the inclusion of M. Caillaux in the Cabinet.

The police this morning arrested outside the Quai d'Orsay a disabled ex-soldier, apparently demented, who was brandishing a revolver, declaring that he was waiting to shoot M. Caillaux.

BITTER PASSIONS REVIVED.

LONDON, April 16th.

The political revival of M. Caillaux threatens to revive very bitter passions in France, as evidenced by M. Painlevé's difficulties of Cabinet-making.

M. Caillaux was the powerful Finance Minister early in 1914, but fell as the result of an outburst of popular feeling, following the acquittal of his wife on a charge of shooting the editor of the *Figaro*. His imprisonment and banishment from Paris in wartime seemed to be a final eclipse, but he re-rose, meteor-like, last November, after the passing of the Amnesty Bill, when he was welcomed by a section of the Press as a financial genius, alone able to save France, some prophesying his return to power within three months.

M. Caillaux is opposed to a capital levy, but has long been committed to drastic revision of the income tax law.

M. Briand and M. Caillaux have not been friends since the war, while the piquancy of the situation is enhanced by the fact that President Doumergue was President of the Senate when it condemned M. Caillaux in 1919.

M. CAILLAUX ACCEPTS.

PARIS, April 16th.

M. Caillaux has accepted the portfolio of finance, "in principle."

M. Briand is still hesitating about joining the Cabinet.

A meeting of the Radical Party, of which M. Caillaux was formerly the leader, has unanimously passed a vote of confidence in him, after his speech appealing for support in restoring the French finances. M. Caillaux said the Treasury situation was serious, but he anticipated bringing it back to normal.

The meeting was held after a 2½ hours' conference of M. Caillaux and the Governor of the Banque de France with the heads of the principal French banks at the Ministry of Finance, when the financial situation was thoroughly explored.

THE NEW CABINET.

The Cabinet consists of the following:—

LATER.

Premier and War Minister, M. Painlevé.
Foreign Minister, M. Briand.
Finance Minister, M. Caillaux.
Education Minister, M. De Monzie.
Minister of Interior, M. Schrameck.
Minister of Justice, M. Steeg.
Minister of Commerce, M. Loucheur.

POST DECLINED.

LATER.

Last minute changes in the Ministry have been necessitated owing to M. Loucheur declining the Ministry of Commerce, which is consequently being filled by M. Chaumet, Minister of Colonies. M. Andre Hesse now takes the latter post.

LATEST CABLES.

SOFIA BOMB TRAGEDY.

THIRTY DEATHS AND TWO HUNDRED INJURED.

SOFIA, April 17th.

It is believed thirty persons were killed and 200 injured—most of them slightly—in the bomb explosion in the cathedral. The dead include Generals Davidoff and Nerzoff and former Minister Koloncheff.

It is stated that the body of the assassin of Deputy Mileff, who was killed on February 14th, has been discovered at the spot where M. Mileff was killed. On the body was found a paper, stating that the execution was ordered by the Macedonian Organisation. The man is said to have been an anarchist and habitual murderer.

FURTHER ATTEMPTS.

While there have been no further serious outbreaks, the Director of the Central Prison was assassinated in the street to-day. An explosion occurred at 3 p.m., three Cabinet Ministers being slightly injured by falling plaster.

The dead include the Prefect of Police and several Deputies. The city is in a ferment and the whole country is very excited. The military have issued a curfew order from 7.30 p.m.

All classes are most indignant at the outrage, following a series of political assassinations and culminating in the attack on King Boris. Citizen Volunteers are enrolling and forming patrols to maintain law and order, under the direction of Generals Roussef and Vulkoff (Ministers of the Interior and of War). Military units held up and searched all passengers on trains from the city yesterday, and travel is drastically regulated.

SEVERAL ARRESTS.

Several arrests have been made in connection with the explosion. The Police inquiry showed it was due to an infernal clockwork machine, concealed in a part of the cathedral facing south. The Ministers and Officers most of them escaped, because they had gathered round the coffin in the chancel.

The Premier and Ministers of War and of the Interior were slightly injured. The Mayor of Sofia and the former War Minister, General Naidenoff, were killed.

The King was ovated by crowds in the streets, when he visited the scene of the explosion.

MARTIAL LAW DECLARED.

LONDON, April 17th.

It is now stated 140 were killed in the explosion in the cathedral, of whom 20 were women, 10 children, six generals and 30 officers. Martial Law has been proclaimed throughout the country.

EARLIER CABLES.

BOMB IN CATHEDRAL.

SOFIA, April 16th.

Many persons were killed or injured by the explosion of a bomb in Svetanedelia Cathedral during the funeral service of M. Gheorghieff.

None of the Ministers present were injured.

LATEST CABLES.

PRINCE OF WALES.

TAKES TURN AT DRIVING ENGINE IN NIGERIA.

MINNA, Nigeria, April 17th.

The Prince of Wales arrived here at midnight. The Prince drove the train for half an hour, yesterday afternoon. He was accompanied by the driver, who drove King Edward—when as Prince of Wales he visited West Africa *en route* to India.

EARLIER CABLES.

[REUTER'S AMERICAN SERVICE.]

ALLEGED POISONING.

SENSATIONAL CHARGE MADE IN CHICAGO COURT.

CHICAGO, April 16th.

The formal arraignment of the lawyer, Mr. William Shepherd; on a charge of murdering his foster son, the late Mr. William McClintock, the "millionaire orphan," is the latest stage of a sensation creating widespread interest in the United States.

The prosecution alleges that Mr. Shepherd perpetrated the murder last December by means of the administration of typhoid germs, with the object of securing a bequest in Mr. McClintock's will under which he inherited over a million dollars.

It is asserted that accused formerly attended a school of bacteriology conducted by Doctor Faiman, who states that he missed test tubes filled with typhus bacilli after Mr. Shepherd had left.

The accused to-day pleaded "not guilty."

POLAND AND SWITZERLAND.

PRESIDENT OF UNITED STATES' HELP IS SOUGHT.

WASHINGTON, April 16th.

In conformity with the Polo-Swiss arbitration treaty, concluded last month, both countries have requested President Coolidge to accept permanent responsibility, on behalf of himself and his successors, for appointing a chairman to the conciliation and arbitration tribunals in any future disputes.

OUR LONDON LETTER.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 16th.

KING EDWARD AND SIR SIDNEY LEE.

Perhaps the most remarkable thing about Sir Sidney Lee's biography of King Edward VII. to which I referred in my last week's article is the fact that Sir Sidney Lee was asked to write it. When the great Dictionary of National Biography was published there was intense indignation in Court circles over the article on King Edward which was contributed by Sir Sidney Lee. To say the least the way this writer dealt with King Edward's relations with his Royal mother and the account of his intimate knowledge of foreign affairs were marked by a frankness that was almost aggressive. It was reminiscent of the manner in which the newspapers and authors of political pamphlets used to deal with the House of Hanover at the beginning of the Nineteenth Century.

It is generally accepted as accurate that the article in question was largely based on information supplied by Lord Lansdowne to Sir Sidney Lee. Queen Alexandra was especially annoyed about it; and yet it is by invitation of the Queen Mother and King George that Sir Sidney was invited to write the biography of King Edward which is creating the utmost interest everywhere as a historical narrative of one of the most important periods of English history. The explanation I hear of this is to the effect that both Queen Alexandra and the King are both of opinion that the information at the disposal of Sir Sidney Lee when writing the article in the Dictionary of National Biography was necessarily incomplete: otherwise his views about King Edward would have been modified. Their opinion seems to have been fully justified by the way the King's life and character are pourtrayed in the volume just published.

NOTORIOUS CRIMINAL.

There was a sequel to the Robinson & Midland Bank case—in which it came out that Sir Hari Singh had been blackmailed to the tune of £130,000—when William Cooper Hobbs who had figured in the case was sentenced to two years' hard labour for his part in the infamous fraud. Hobbs, who is 60 years old, was the supposed agent for Appleton & Co., solicitors in the clever scheme whereby the cheque was obtained from the Indian potentate as "hush money." He has had an extraordinary record of life spent on the borderland of the underworld of London.

Now that he has been convicted and sentenced some of the facts of Hobbs's amazing career have begun to come to light. It is said that he never got more than £6 a week as a clerk with Appleton & Co., yet he is worth at least £200,000, all of which has been invested abroad. This fortune was amassed by devious methods. One of the most lucrative was to act as a "compensation lawyer" for people who made claims against insurance companies for motor accidents and the like. He searched the papers for accounts of accidents, and then through one of the many shady folk in his pay the sufferer was approached and an action for damages was suggested. In every instance the victim got little or nothing of what was paid as compensation because Hobbs extracted the spoil in the shape of terrific costs.

He was the friend and adviser of half the "crooks" in London, and indeed there is no end to the many shady activities he practised. And all the time he lived at Putney in a nice house, as a model family man, with every appearance of respectibility.

THE FREE CHURCHES.

The other day a Free Churchman called my attention to the increasing use which is being made of liturgical services throughout almost the whole field of Non-conformity in this country. The change has taken place within the last ten years. Before the war not one Non-conformist place of worship in a thousand used a service of this description, but at the present day, especially in the London suburbs, it is the rule rather than the exception in the Wesleyan Churches to use a liturgy. The Wesleyans are adopting the Prayer-book of the Church of England for their morning services, and have the old orthodox form at other times.

The Congregational Churches have their own book of worship, and I am informed that it will probably not be long before this is set to music. The only denomination which remains outside this movement towards liturgy is the Baptist.

LORD READING.

All sorts of speculations have been started by the announcement of Lord Reading's forthcoming visit home, the argument chiefly heard being that something serious is in question or he would not be given four months' leave so near the end of his term as Viceroy of India. But it is stated that nothing more is involved than the discussion of the Indian reform proposals. Lord Reading has had tremendous difficulties.

CLOSING ST. PAUL'S DOME.

The whole of the great space under the dome of St. Paul's Cathedral is to be closed *from the end of March for an indefinite period* to enable work to be done to secure the safety of the dome. The pillars carrying the dome are to be strengthened by pouring into the interiors liquid cement under pressure. But there is still uncertainty whether this will be sufficient to make a permanent job of the restoration; and until the cracks and settlement in the pillars have been treated as proposed it is impossible to say anything as to the future work.

The closing of the dome means that the Cathedral will be out of use for national ceremonies such as the funerals of great men, national thanksgiving, memorial services, and services for special occasions for a considerable period. The time is variously estimated from a year to five years. The part of the Cathedral open to the public or worship will be no larger than the accommodation available in one of the City Churches. Thus for a long time the important part that St. Paul's plays in the life of London will be curtailed, although the usual services will go on in the nave and chapels.—H.B.

(Continued at foot of next Column.)

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

POLITICS IN JAPAN.

COALITION CABINET TO CARRY ON GOVERNMENT.

DECISION STILLS UNREST.

TOKYO, April 17th.

Political circles have quietened down as a result of the announcement that the Coalition Government will continue.

Mr. Tanaka, the new Seiyukai President, has refused a Cabinet post, pleading the desire to study party politics unhampered.

Mr. K. Takahashi (Minister of Agriculture and Commerce) has resigned from the Cabinet, pleading his age and the desire for a quiet life.

Mr. Utaro Noda, Vice-President of the Seiyukai, and Mr. Kunisuke Okazaki, Seiyukai Adviser, were this morning installed in the Ministries of Communications and Industry, and Agriculture and Forestry, respectively.

JAPAN'S NAVAL PROGRAMME.

ONLY SIX INSTEAD OF EIGHT FIRST-CLASS CRUISERS.

TOKYO, April 17th.

The naval construction programme is, as originally laid down, in accordance with the Washington Agreement.

But it is learnt authoritatively that only six first-class cruisers will be laid down. Two more 10,000-ton cruisers—the *Haguro* and *Ashigara*—are contemplated.

The ships under construction include: The aeroplane carriers *Akagi* and *Kaga*, and the 10,000-ton cruisers *Myoko*, *Nachi*, the 7,100-ton cruisers *Furukata*, *Kako*, and *Minuguma*; the 5,500-ton cruisers *Abukuma*, *Jinzu* and *Naga*.

In addition there are 10 destroyers, totalling 14,000 tons.

[A cable from Tokyo, dated April 23rd, read:—The Ministry of the Navy announces that 22 war-ships are now under construction, of a total tonnage of 124,000. They include: 8 first-class cruisers, 3 second-class cruisers, 10 destroyers, 1 aeroplane mother-ship.]

[FROM THE "DAILY BULLETIN."]

H.I.H. PRINCE CHICHIBU.

JAPANESE EMPEROR'S SECOND SON TO VISIT ENGLAND.

TOKYO, April 16th.

This evening, the British Society gave a dinner in honour of Prince Chichibu, the Emperor's second son, who is proceeding to England on the 28th inst.

Those invited included the Premier, Foreign Minister, the British Ambassador, etc.

"A GOOD PRESS."

MR. STANLEY BALDWIN'S GREATEST SPEECH.

A writer in a Home paper notes that not for a long time has any speech in Parliament had so good a Press as Mr. Stanley Baldwin's on the Levy Bill, a summary of which appeared in our yesterday's issue. The following opinions are quoted:—

If Mr. Baldwin lives up to the spirit of this speech he will be a great Prime Minister. It was the speech of one who, though the leader of a great party and a great majority, tries to interpret the will of the people irrespective of party, who would rather conciliate than dominate, who can look at the other fellow's point of view, and who does not forget that a Prime Minister owes more to his country than to his party.—*Manchester Guardian.*

It is a very long time since any speech in Parliament has made a more profound impression.—*The Times.*

Never did a Prime Minister better fulfil his duty to his fellow-countrymen than Mr. Baldwin has done in sending out to men of good will of all classes and all parties an urgent call for co-operation.—*Daily Telegraph.*

Magnanimous and wise, Mr. Baldwin has forgone a victory in the hope of bringing about a state of affairs in which neither side shall talk of victory over the other, but of how best to achieve a common end.—*Morning Post.*

It was not only much the best speech that the Prime Minister has ever made; it is very difficult to conceive any speech on such a subject which could have been better.—*Daily News.*

Mr. Baldwin has given his party a new lead and a new spirit and the country a new hope.—*Daily Graphic.*

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Writing from Singapore, under date March 31st, 1922, Sir Godfrey Thomas, Private Secretary to H.R.H. THE PRINCE OF WALES, says:—

SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

The Managing-Director,
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MOTHER

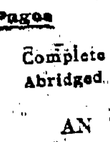
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THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

PARIS FASHION NOTES.

[FROM OUR SPECIAL CORRESPONDENT ISABEL RAMSAY.]

PARIS, March 23rd.

Some of the more modern among the important dressmakers have hit on an original idea for adding a note of elegance to the very short frocks which the new Spring styles have ushered in, for, it must be admitted, that, whereas ultra-short dresses may be smart and chic and youthful, they do not possess that peculiar quality of elegance which belong to dresses. And, so, the new idea has been to add to short frocks a long straight panel that either hangs down until it touches the floor, or else sweeps behind for a yard or more like a regular train. Sometimes these panels are merely an-tension of the skirt, sometimes a loose width of material hanging loosely from the waist. Just such an added touch, and a simple dancing or dinner frock becomes a more formal toilette at once.

FASCINATING "BROLLIES."

With a winter composed mostly of fogs umbrellas have been more or less of a back number these days, but in preparation for April and her traditional showers, the umbrella makers have launched some fascinating models. The Tom Thumb variety is still being shown but the latest models are inclined to be longer and more slender. They are certainly more elegant and, an important fact women have discovered for themselves no doubt since first they took to tucking Tom Thumbs under their arm, far less inclined to get themselves lost than the inconspicuous models that have held the rage for so long. A new note to be remarked is the increasing return of the crooked handle. This, no doubt is the result also of a return to longer models, for the straight handle finished with a knob or a quaint motif was all that the stumpy proportions of the Tom Thumb variety could reasonably support. Another detail I have noticed is that many of the smartest models are trimmed with a handle and tip of lizard skin, such a medium only being used when the cover of the umbrella has been chosen in one of the many brown shades of silk that match so admirably with the varied tones of the lizard. As brown, ranging from deep nigger to beige is going to be one of the favoured colours this Spring, umbrellas tipped with lizard skin will match quite effectively. There are even lizard skin bags to match these novelties in umbrella handles. Even more original are the umbrellas decorated in the same way, but with crocodile instead of lizard skin, and the bags that match them. Other models show handles made of rhinoceros horn and tortoiseshell, and others, more intricate still, made of polished wood and beading the initials of the owner inlaid in silver, gold, or a contrasting variety of wood.

BELLS ON THE HANDLES.

Umbrella handles of carved wood, in the form of animals' heads, specially those of collies and bulldogs, are not exactly what one could term a novelty, as they have figured in the umbrella world for some time past now, but what one maker has invented is a device for prolonging their fashionable life. This consists in adding a dog collar carried out in some bright coloured leather, edging this with a band of bristling hair as all the best collars are edged and adding a little bell in front, so that the attention of the owner is constantly attracted towards a possession which she might otherwise be in danger of forgetting half the time.

SMARTEST POSSIBLE BAGS.

The envelope-shaped bag continues to be considered the smartest possible shape for ordinary wear. Made in bright coloured leathers—jade green scarlet and royal blue—they add a touch of colours to the dull coloured costumes we are more or less obliged to wear during the winter months. A new idea just launched is to make up these bags in such a way that it will be possible to use them on more formal and dressy occasions. This has been found by utilising the brilliant Chinese silks that are so wonderfully rich in colouring and design. Stretched tightly across an envelope-shape and bound with gold braid the effect is more attractive. To avoid the embroidery rubbing and wearing out too quickly (a nasty habit with Chinese embroidery as the metallic threads are apt to cut through the slender silk threads that hold them in place) it is advisable to back such a bag with a layer of satin or corded silk rather than with a piece of the embroidery. The bag makers are showing delightful models carried out in these mediums, but for anyone who already possesses an old envelope-shaped bag and has as well a scrap of Chinese embroidery, it is simple enough to fashion one for herself. If she has not the necessary scrap of silk, it is an easy matter, in these days when Oriental materials and curios are so much in vogue to buy what will be necessary in any of the big shops.

BANDEAU HEAD-DRESSES.

Seeing that maids refuse with such persistance to allow their hair to grow long once having cut it off, coiffeurs have decided in desperation to humour them first of all by making the tight-fitting bandeau head-dresses that have kept tresses in place all winter, now with fancy combs to render the same service, both during the day as well as the evening. Mostly these are made in gay shades of red and green although it is quite possible, for those who prefer less showy hair ornaments to obtain them in real or imitation tortoiseshell. There are some that are an inch or so long which hold back the front pieces and there are others that encircle the head right round the back and are fitted at each end with clips that open to enclose the hair that needs keeping back at the sides and then fastens again. These are rather becoming as they hold down the hair at the back and mould the shape of the head in one sweeping curve.

(Continued on next Column).



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VOGUE OF PUGGAREES.

The scarf is destined to return in a new form this season after having played an important part in the fashion world for so long that one was inclined to believe that it would be laid on one side for a while. Hats this spring will be decorated with scarves, twisted round crowns in tight folds and hanging down at the side. Also, the smartest thing will be to have a scarf matching in details of colour and trimming the hat worn with it. A hat I saw recently was trimmed with tiny roses made of different coloured wools and the scarf to match was made of the crêpe de Chine in the same shade as the straw of the hat and finished with a band of the same wool roses. Another picture shape model was trimmed with a garland of the new stiffened mousseline de soie flowers and the scarf to match was made of the same mousseline de soie and trimmed with the same flowers. Some hats instead of having a scarf to match, are trimmed with an extra long scarf and this droops at one side over the brim, is wound once or twice round neck and the ends left to hang down at the back or side.

FOOD FADS AND FOOD FADDISTS.

In seconding the re-election of the retiring directors, of Bovril, Ltd., at a recent meeting of shareholders, Sir James Crichton-Browne said that there was no subject on which as much nonsense was talked, not even politics, as about food. You never went out to a dinner party without hearing fantastic theories as to what we should eat, and if some foolish cranks had their way it would come to this. That the Ministry of Health would issue a menu card every morning mainly composed of nuts and raw vegetables—any departure from which would be followed by fine or imprisonment.

The something which has been lacking to the lore of the Cross-word is now supplied:—

The readers of the *Pike County News* (Kentucky) discovered, after exercising their skill on one of the puzzles in its columns, that the solution was an announcement of the engagement of Miss Katherine Langley, daughter of Congressman Langley, to Mr. James G. Bentley, of Pikeville.

But it is not the first time that an engagement has provided a puzzle to the friends of both parties.

History is not for the learned only, but for all.—*Mr. John Fortescue.*

The best thing about money-lenders is their notepaper.—*Deptford Coroner.*

Religion, I believe, is absolutely the first line of defence against crime.—*Sir W. Joynson-Hicks.*

Healthy mothers and children are more essential to the nation than a gold currency.—*Mr. Runciman.*

AFTER FORTY.

PHYSICAL AND MENTAL DECLINE.

Reviewing in the *Observer* Sir Sidney Lee's "Life" of the late King Edward, the Right Hon. Viscount Esher says:—

To my thinking he was at the height of his princely powers between his thirty-fifth and fortieth years. How often is this the case! To very few, and possibly only to reflective minds, like Sophocles or Leonardo, is the privilege granted of sustained vigour after the age of forty. To men of action—and the Prince was essentially a man of action—hardly ever. There are numberless examples, of which Napoleon, perhaps the foremost man of action the world has ever seen, is the most notable. At Schönbrunn in 1809, I think it was, Napoleon spent his fortieth birthday. He was at the zenith of his career. You have only to contrast the Moscow decrees with the orders of Austerlitz and Jena to grasp the physical and mental decline. In Chatham and his son the vital spark paled early. Louis XIV, in the first thirty years of his reign raised France to the highest pinnacle of fame. During the latter half of his rule he ruined her people by his obstinacy and degraded her by his superstitions. In our time, there are manifold examples of the failure of statesmen to maintain, after the age of forty, a pertinent grasp over public affairs and the faculty of wise decision.

All men and women should beware of the thirties. No man and very few women retain physical charm and generous instincts after forty years of age. If the Prince was not, as he grew older, so quick to grasp the trend of popular sentiment in England and abroad, it was because he was subject, as others are, to this inconvenient restriction. If he made more mistakes in judgment than his mother, it was because advancing years swayed him more than her, inasmuch as he was influenced in a greater degree by the varying breezes of political sentiment. It is the danger into which the wisest opportunism so often lapses.

To those who remember, and the readers of Sir Sidney Lee's volume cannot fail to draw a similar conclusion, the Prince's powers relaxed between 1880 and 1897. Those seventeen years were clouded by a failure to maintain the high average of the previous two decades. Then suddenly there dawned for him a St. Martin's summer. It appeared to date from the day when he led into the saddling enclosure at Epsom his first Derby winner. The outburst of popular goodwill on that occasion seemed to transfuse into his blood a new resolve. Of all field pursuits a love of the Turf sustains a man's optimism and endows him with the perpetual enthusiasm of youth. In years the Prince was long past middle life. But age fell away from him. He lost a weary look that his friends had begun to note with anxiety. The aura of coming Kingship flickered about him. He began with renewed hope to "wish to be of use."

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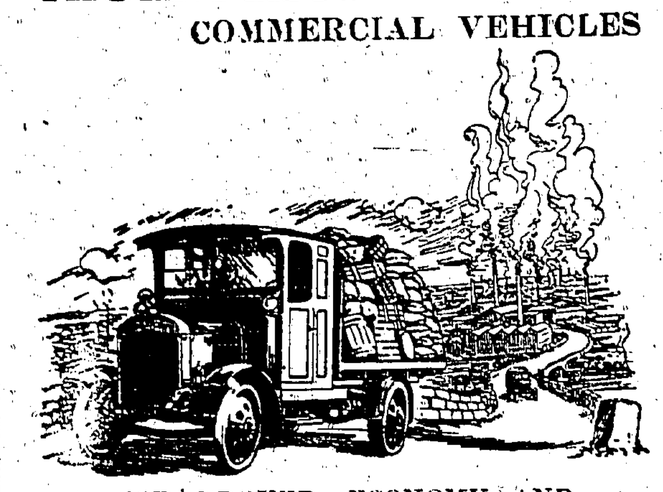
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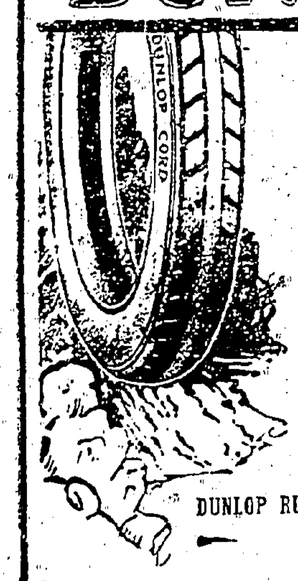
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8

THE WORLD'S FLEETS.

BRITAIN'S SACRIFICE.

[BY ARCHIBALD HURD.]

The British Fleet is steadily declining in strength. That is the revelation which is made in the official return that has just been issued. It gives particulars of all the various types of men-of-war of the maritime nations of the world, indicating those which are built, are actually building, or have been authorised. It is not a cheerful document to those who realise the complete dependence of the British peoples on sea power. It shows that the Battle Fleet of the British Empire is being scaled down in order that a condition of absolute equality with the United States may be reached. In this respect the figures are not surprising; they merely show that effect is being given to the terms of the Washington Treaty. Whereas we possessed sixty-eight capital ships ten years ago, now we have only twenty-two. When the *Nelson* and *Rodney*, now under construction, are completed in the course of next year the number will fall to twenty; and ten years later the minimum of fifteen will be reached, corresponding to the number of units under the American flag.

This reduction in strength represents a great sacrifice of British tradition, and the sacrifice is much greater than most people appreciate. While in many respects the Dominions have claimed to exercise the full rights of nationhood—Canada even going so far as to appoint her own representative at Washington—the restrictions of the Washington Treaty apply to the whole Empire. The ratios of battleship tonnage and aircraft tonnage include every Dominion as well as the Mother Country. If, for instance, each of the four great Dominions decided to build a vessel of more than 10,000 tons, the number of battleships or aircraft carriers which the Mother Country maintains would have to be reduced eventually to eleven. What it comes to is that the British Empire, in other respects regarded as a league of nations with a large measure of independence, is for naval purposes treated as a single unit with only one battle fleet, and that battle fleet of a restricted size, although its responsibilities extend to all the seas and oceans. When it is contended, as it has been in certain quarters in the United States, that the American people were tricked into an agreement unfavourable to them, these broader considerations ought not to be ignored.

THE NEXT CONFERENCE.

There is now a suggestion that a further agreement should be negotiated applying to auxiliary craft—cruisers and torpedo boats of all descriptions, including submarines. When the last Conference assembled the Earl of Balfour, with the full support of the Admiralty, Lord Lee of Fareham being then First Lord, declared that the British people could never consent to apply to auxiliary craft the ratios which, at so great a sacrifice, they had accepted in respect of capital ships and aircraft carriers. If the British Empire is to be treated as a naval unit, it is incontestable that it needs more auxiliary ships for the protection of its territories and the defence of its ocean-borne trade than any other unit. It consists of a league of peoples who more or less live by the sea. Practically all the inhabitants of the British Empire are, to all intents and purposes, islanders, with the exception possibly of the Canadians, whose frontier of 3,000 miles marches with the frontier of the United States. In approaching this problem we have to think not of to-day, but of to-morrow, when Canada, Australia, New Zealand, and South Africa, if not Newfoundland, will be far more densely populated than they are to-day and far more dependent upon ocean communications for external trade. The time will come when they will realise, as we have long since realised, that they cannot live in security and comfort unless they can ensure the freedom of the seas at all times—in war as well as in peace. It may be that by the time the population of the Dominions has doubled or trebled some scheme will have been adopted rendering naval defence unnecessary, but that day cannot come until a policy of limitation of the strength of armies, if not of air forces, universal in its application, has been adopted, for the Navy is the defence against invasion.

The official return shows that there is no foundation for the suggestion that any of the maritime Powers are engaged in "the mad race" of which there has been so much talk, though Japan is very active, as the following figures show:

1914.

	B'lt.	B'l'd'g.	Total.
British Empire	108	18	126
United States	30	—	30
Japan	27	—	27
France	30	—	30
Italy	20	3	23

1925.

	B'lt.	B'l'd'g.	Total.
British Empire	48	6	57
United States	31	1*	32
Japan	28	11	39
France	16	9	25
Italy	13	2†	15

*—Eight others authorised, but no money yet provided for their construction.

†—Three others projected but not yet authorised.

WHAT IS OUR CRUISER POLICY?

Those figures take into account all cruisers which are now effective and also all cruisers for which money has been voted by the various Parliaments. When it is suggested that a new rivalry in naval armaments is developing, the critics must be asked to explain away these authentic figures. They would have a better case if they restricted themselves to submarines and destroyers, for some nations are very busy in turning out these craft. France has 59 submarines building or projected, as well as 57 destroyers and destroyer leaders; Japan has 28 submarines and 23 destroyers in hand; Italy 20 and 24 respectively; and the United

(*Continued on next Column*).

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BANGKOK via SWATOW	"YATSHING"	Monday,	20th Apr.,	10 a.m.
MANILA	"YUENSANG"	Monday,	20th Apr.,	3 p.m.
STRAITS & CALCUTTA	"KUTSANG"	Monday,	20th Apr.,	3 p.m.
TIENTSIN	"YUSANG"	Tuesday,	21st Apr.,	7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"WOSANG"	Thursday,	23rd Apr.,	7 a.m.
SHANGHAI via SWATOW	"WAISHANG"	Sunday,	26th Apr.,	7 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday,	26th Apr.,	10 a.m.
TIENTSIN	"CHIPSHING"	Sunday,	26th Apr.,	Noon.
BANGKOK via SWATOW	"HOPSANG"	Tuesday,	28th Apr.,	10 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Saturday,	2nd May,	3 p.m.
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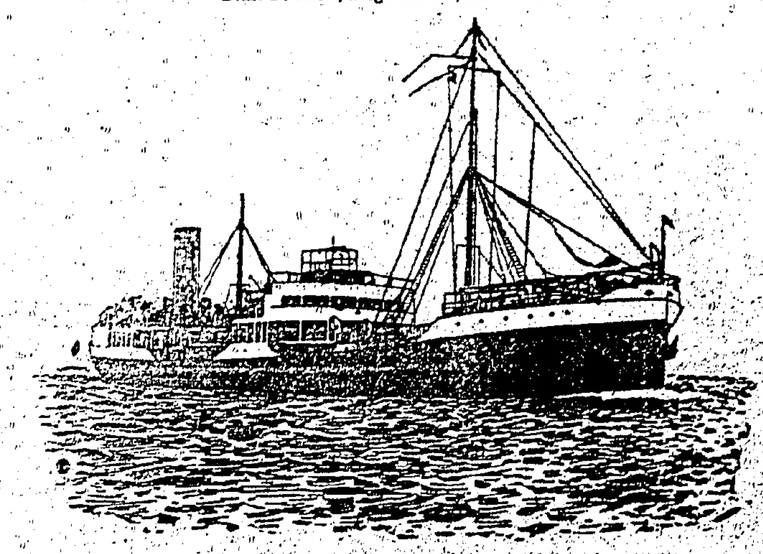
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SHIPPING NEWS

ARRIVALS.

April 16th.

Escondido, Norwegian str., 937 tons, Capt. J. Jacobsen, from Saigon, with a cargo of rice, lying at buoy No. C45.—Thoresen & Co.

Esther Dollar, British str., 4,848 tons, Capt. W. G. Pearch, from Amoy, with a general cargo, lying at buoy No. A31.—Dollar S.S. Line.

Førde, Norwegian str., 1,331 tons, Capt. F. Dahl, from Saigon, with a general cargo, lying at buoy No. C41.—Thoresen & Co.

Hoa Nam, Portuguese str., 484 tons, Capt. J. A. de Lemos, from Kwang Chow Wan, with a general cargo, lying at Saikong wharf.—Kwang O. S.S. Co.

Kwong Sang, British str., from Canton, lying at buoy No. [illegible].

Menhir, British str., 7,809 tons, Capt. H. S. Andrews, from Liverpool, with a general cargo, lying at Holt's wharf.—B. & S.

Taikwo Maru, Japanese str., from Canton, lying at Stonecutters.

Tjialak, Dutch str., 3,614 tons, Capt. P. Lems, from Dalny and Dairen, with a general cargo, lying at buoy No. A27.—J.C.J.L.

Wayo Maru No. 2, Japanese str., 1,890 tons, Capt. R. Imura, from Saigon, with a cargo of rice, lying at Stonecutters.—Y.K.K.

Yutshing, British str., from Canton, lying at buoy No. C41.

April 17th.

Akuma Maru No. 2, Japanese str., 1,263 tons, Capt. Okado, from Keelung, with a cargo of coal, lying at buoy No. C43.—Suzuki & Co.

Chusan Maru, Japanese str., from Canton, lying at buoy No. B9.

Dampho, Norwegian str., 1,411 tons, Capt. H. Johnsen, from Bangkok, with a general cargo, lying at buoy No. C39.—K. Larsen & Co.

Hatvard, British str., 1,217 tons, Capt. C. H. Spittle, from Saigon, with a cargo of rice, lying at buoy No. A30.—Wo Fat Shing.

Mercil, Norwegian str., 1,310 tons, Capt. H. Brandt, from Saigon, with a cargo of rice, lying at Stonecutters.—Thoresen & Co.

Kaga Maru, Japanese str., 2,019 tons, Capt. Y. Okura, from Swatow, with 900 tons of general cargo, lying at O.S.K. wharf.—O.S.K.

Karmala, British str., 5,679 tons, Capt. R. H. Griffin, O.B.E., R.N.R., from Shanghai, with a general cargo, lying at buoy No. A5.—Mackinnon, Mackenzie & Co.

Kitakata Maru, Japanese str., 1,532 tons, Capt. T. Ishihama, from Saigon, with a cargo of rice, lying at buoy No. C40.—Y.K.K.

Purpura, British str., 2,729 tons, Capt. C. L. Forest, from Tarakan, with a cargo of bulk oil, lying at A.P.C. wharf.—Asiatic Petroleum & Co.

Sardinia, British str., 1,106 tons, Capt. O. Siggin, from Bombay, with a general cargo, lying at Kowloon wharf.—Mackinnon, Mackenzie & Co.

Soochow, British str., 1,599 tons, Capt. E. Monkman, from Shanghai and Swatow, with a general cargo, lying at buoy No. B12.—B. & S.

Surat, British str., 2,784 tons, Capt. V. Hooper, from Mauritius, with a general cargo, lying at buoy No. A10.—Bank Line.

West Cajoot, American str., 2,339 tons, Capt. G. M. Curtiss, from Manila, with a general cargo, lying at buoy No. A29.—Struthers Barry & Co.

Yu Sang, British str., 1,122 tons, Capt. W. Field Hook, from Tientsin and Swatow, with a general cargo, lying at buoy No. C23.—Jardine, Matheson & Co.

CLEARANCES.

April 15th.

Cheribon Maru, for Batavia.
Chusan, for Shanghai.
Denfoss, for Hoihow.
Giyo Maru, for Canton.
Hoihow, for Swatow.
Hoi Nam, for Kwang Chow Wan.
Karmala, for Singapore.
Kiangsu, for Amoy.
Madoc, for Canton.
Mentor, for Shanghai.
Sardinia, for Shanghai.
Song Bo, for Kwang Chow Wan.
Soochow, for Canton.
Taikwo Maru, for Hoihow.
Talamba, for Amoy.
Tjisalak, for Banka.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Nagasaki on April 17th at 10.30 a.m., left on the same day at 7 p.m., and is due at Shanghai on April 19th at 8 a.m. She will leave Shanghai on April 20th at 7 a.m.

The Admiral Oriental liner *President Jefferson*, which is due at this port on April 30th, sailed from Seattle on April 9th—*on schedule*.

VESSELS EXPECTED.

Automedon (Blue Funnel), due on or about April 30th.
Cyclops (Blue Funnel), due on or about May 19th.
Diomed (Blue Funnel), due on or about April 27th.
Empress of Asia (C.P.R.), due April 22nd.
Hakozaki Maru (N.Y.K.), due April 20th.
Hakusan Maru (N.Y.K.), due May 4th.
Helenus (Blue Funnel), due to-day.
Lycaon (Blue Funnel), due to-day.
Veleus (Blue Funnel), due on or about May 3rd.
President Harrison (Dollar), due April 27th.
President Van Buren (Dollar), due May 11th.
Sumatra (Swedish East Asiatic), due on or about May 4th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
New York & Boston via Panama	Tsuyama Maru	Jap.	Nippon Yusen Kaisha	On 11th May
New York & Boston	Siberian Prince	Brit.	Prince Line	On 1st May
Barcelona, Valencia Antwerp Rotterdam, &c.	Sumtra	Swed	Gilman & Co.	About 25th May
Boston, New York & Baltimore via Suez	Helenus	Brit.	Butterfield & Swire	On 19th inst.
Boston, New York & Baltimore via Suez	City of Bombay	Brit.	The Bank Line, Limited	On 25th inst.
San Francisco via S'hai & Jap. Ports & H'lu.	President Cleveland	Am.	Pacific Mail S.S. Co.	On 25th inst., 10 a.m.
San Francisco, &c.	West Cajoot	Am.	Strathers & Barry	On 19th inst.
Victoria & Vancouver, B.C., via Shanghai, &c.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	On 1st May
Victoria, Seattle & Vancouver via J. Ports.	Shidzuoka Maru	Jap.	Nippon Yusen Kaisha	On 23rd inst.
Victoria, Seattle & Vancouver	Philoctetes	Brit.	Butterfield & Swire	On 22nd inst.
Seattle & Victoria, via S'hai Kobe & Yokohama	Presidt. McKinley	Am.	Admiral Oriental Line	On 27th inst.
Marseilles & London	Macedonia	Brit.	P. & O., B. I. & A. L.	On 2nd May,
Marseilles, &c.	Andra Lebon	Fren.	Messageries Maritimes	On 10th May
Marseilles, &c.	Amboise	Fren.	Messageries Maritimes	On 24th May
Marseilles, &c.	Paul Lecat	Fren	Messageries Maritimes	On 24th inst.
Marseilles, &c.	Hakone Maru	Jap.	Nippon Yusen Kaisha	On 25th inst. 11 a.m
Marseilles, London, Antwerp via Singapore, &c.	Trafford Hall	Brit.	The Bank Line, Ltd.	On 21st inst.
Marseilles, London, R'dam & Hamburg	Ningchow	Brit.	Butterfield & Swire	On 20th inst
Genoa, Marseilles, Liverpool & Glasgow	Saarbruecken	Ger.	Melchers & Co.	On 2nd May
Genoa, Antwerp, Rotterdam, Hamburg, Bremen, &c.	Lycaon	Brit.	Butterfield & Swire	On 29th inst
Marseilles, London, Rotterdam & Hamburg	Glengarry	Brit.	Jardine, Matheson & Co., Ltd	On 30th inst.
London, Rotterdam & Hamburg	Zosma	Dut.	Java-China-Japan-Lijn	On 24th inst
Genoa, Mars., R'dam, Amsterdam, Hamburg & Bremen	Hakata Maru	Jap.	Nippon Yusen Kaisha	On 23th inst.
Bombay via Singapore & Colombo	Kutsang	Brit.	Jardines, Matheson & Co., Ltd.	On 20th inst., 3 p.m
Straits & Calcutta	Talma	Brit.	P. & O., B. I. & A. L.	On 25th inst.
Singapore, Penang & Calcutta	Lahore	Brit.	P. & O., B. I. & A. L.	On 28th inst.
Singapore, & Bombay	Nagpore	Brit.	P. & O., B. I. & A. L.	On 21st inst., Noon.
Singapore, Penang, Colombo, Bombay, &c.	Van Overstraten	Dut.	Java-China-Japan-Lijn	On 23rd inst.
Singapore & Belawan-Deli	Duchessa D'Aosta	Ital.	Dodwell & Co., Ltd.	On 3rd May
Brindisi, Venice, & Trieste	Ninghai	Brit.	Butterfield & Swire	On 21st inst., 4 p.m.
Shanghai, Weihaiwei, Chefoo & Tientsin	Maunang	Brit.	Jardine, Matheson & Co., Ltd.	On 8th May, Noon
Sandakan	Aki Maru	Jap.	Nippon Yusen Kaisha	On 22nd inst., 11 a.m
Australian Ports via Manila	St. Albans	Brit.	P. & O., B. I. & A. L.	On 29th inst.
Australian Ports	Taiyuan	Brit.	Butterfield & Swire	On 9th May
Australian Ports	Hakozaki Maru	Jap.	Nippon Yusen Kaisha	On 30th inst.
Shanghai, Kobe & Yokohama	Yatshing	Brit.	Jardine, Matheson & Co., Ltd.	On 20th inst., 10 a.m
Bangkok via Swatow	Sicilia	Brit.	P. & O., B. I. & A. L.	On 15th May
Shanghai & Kobe	Kaigan	Brit.	P. & O., B. I. & A. L.	On 15th May
Shanghai, Moji & Kobe	Soudan	Brit.	P. & O., B. I. & A. L.	On 1st May
Shanghai & Kobe	Silvio Pellico	Ital.	Dodwell & Co., Ltd.	About 18th inst.
Yokohama, Shanghai, Kobe & Moji	Tjisondari	Dut.	Java-China-Japan Lijn	About 30th inst.
Shanghai	Takliwa	Brit.	P & O., B. I. & A. L.	On 24th inst,
Kobe	Morea	Brit.	P. & O., B. I. & A. L.	On 1st May
Shanghai, Moji, Kobe & Yokohama	Chipshing	Brit.	Jardine, Matheson & Co., Ltd.	On 26th inst., Noon
Tientsin	Tjisalak	Dut.	Java-China-Japan Lijn	About 18th inst.
Batavia	Leesang	Brit.	Jardine, Matheson & Co., Ltd.	On 26th inst., 10 a.m.
Haiphong via Hoihow	Kwangchow	Brit.	Butterfield & Swire	On 19th inst., 11 a.m.
Swatow & Bangkok	Kiangan	Brit.	Butterfield & Swire	On 18th inst., D.L.
Amoy, Swatow & Singapore	Hai-Ning	Brit.	Douglas Lapraik & Co.	On 24th inst., 4 p.m
Swatow, Amoy & Foochow	Haiching	Brit	Douglas Lapraik & Co.	On 21st inst., 1 p.m.
Swatow, Amoy & Foochow	President Pierce	Am	Pacific Mail S.S. Co.	On 29th inst., 5 p.m
Manila	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	On 23rd inst.
Manila	Yuensang	Brit.	Jardine, Matheson & Co., Ltd.	On 20th inst, 3 p.m.
Manila	Presidt. McKinley	Am.	Admiral Oriental Line	On 19th inst.
Manila, Cebu, Tacloban & Iloilo	West Jester	Brit	Struthers & Barry	On 22nd inst.

PASSENGERS.

ARRIVALS.

Per s.s. *Sardinia*, on April 17th:—Mr. W. W. Bolton, Mr. L. Billinghurst, Mr. R. J. Cooder, Mr. K. J. Choksy, Mr. and Mrs. Chalmers, Mr. A. Cobb, Mr. D. Clark, Mrs. A. S. Dennistoun, Mrs. A. A. G. Dias, Mr. M. J. Doctor, Mr. F. Dart, Mr. and Mrs. Forbes, Misses Fairfax (2), Mr. J. Grant, Mr. E. Griffiths, Mr. and Mrs. Goodhue, Miss Hardie, Sub-Lt. W. Hall, Mr. Handricks, Mr. Henriques, Mrs. Jahangir and two children, Mr. J. Johnstone, Mr. T. G. Kiff, Mr. D. Kerr, Mr. J. F. Kennedy, Mr. A. S. Merson, Mr. and Mrs. Marill, Lady MacRobert, Mr. A. MacDougal, Mr. J. Morton, Mr. C. Plowright, Mr. and Mrs. Rowlands and three children, Mrs. M. Ramsay, Mr. Riddell, Mr. J. P. Skuse, Eng. Lt. Shaw, Constable Sinclair, Miss E. Sparks, Mr. and Mrs. Sweeting, Mr. J. Shepherd, Mr. J. Schroeder, Mr. A. M. Skerritt, Mr. A. C. Soliday, Mrs. V. Tieman, Mr. and Mrs. Umrigar, Mr. J. H. Vose, Mr. E. Whiteley, Mr. C. G. Webb Poplor, Mr. T. Woo, Mr. A. V. Wright, Mr. U. Yanasa, Mr. C. K. Yann, Miss M. E. Taylor, Mr. T. H. Ch'and two sons, Mr. and Mrs. Soper and two children.

SHIPPING NOTES.

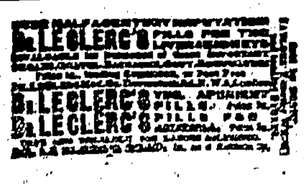
A Tyne firm has tendered for the conversion of the P. & O. liner *Moldavia* to oil burning. Three British firms are seeking the work. The vessel was built by Messrs. Caimell Laird & Co. at Birkenhead in 1922, and it is understood that they have tendered for the conversion contract.

The shipyard industry awaits with anxiety the outcome of the joint conference to be held on March 27th. The conference is between shipbuilding employers and employees, and has been brought about in consequence of the lost contracts revealed by a leading firm of London shipowners which recently sent to Germany a new order on a magnificent scale. It is not too much to say that something like panic followed the announcement. Happily the market is not entirely denuded of orders, and some substantial contracts have come the way of British shipyards in the past few days. The holding of the joint conference is regarded as one of the industry's most hopeful auguries in recent years. It is quite on the cards that frank discussion will alleviate the position to a considerable degree.

CHURCH SERVICES.

Union Church, Kennedy Road.—Sunday Services, April 19th:—
Morning Service at 11 o'clock:—
Hymns: 140, 540, 545, 276, 465.
Sermon subject: "A Struggle in the Dark."
Evening Service at 6 o'clock:—
Sermon subject: "A Life of One Dimension."
Preacher: Rev. E. K. Higdon at both services.
P.S.A. Men's meeting at 4 o'clock. [1599

First Church of Christ Scientists, Macdonnell Road, below Bowen Road Tram Station.—Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday mornings—10 to 12. [193



CANADIAN PACIFIC



HOME VIA CANADA

Hongkong to England
via Shanghai, Kobe, Yokohama, Vancouver, Montreal & Quebec.

	From Hongkong	Due Vancouver		From Canada	Due England
Empress Asia	May 1	May 18	Montcalm	May 29	June 5
Empress Canada	May 15	June 7	Empress Scotland	June 10	June 17
Empress Russia	May 29	June 15	Montcalm	June 26	July 3

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets sold.
Early reservation necessary.

Two Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

Use Dominion Express Travellers' Cheques—Payable Anywhere.

HONGKONG—MANILA SERVICE.

From Hongkong	Due Manila		From Manila	Due Hongkong
Apr. 23	Apr. 25	Empress Asia	Apr. 26	Apr. 28
May 7	May 9	Empress Canada	May 10	May 12

Passenger Department: Tel. 752. Cables: GACANPAC.
Freight and Express: Tel. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.$405, G.$420, G.$440
SHIDZUOKA MARU ... Thursday, 23rd Apr., at 11 a.m.
YOKOHAMA MARU ... Friday, 15th May

MARSEILLES, LONDON & ANTWERP via Singapore Ports.
HAKONE MARU ... Saturday, 25th Apr., at 11 a.m.
SUWA MARU ... Saturday, 9th May, at Noon.

HAMBURG via LONDON & ROTTERDAM,
TSUSHIMA MARU ... Saturday, 9th May

LIVERPOOL via ADEN & MARSEILLES.
DEI'AGOA MARU (calls Saigon) ... Wednesday, 13th May

SYDNEY & MELBOURNE via Manila Ports.
AKI MARU ... Wednesday, 22nd Apr., at 11 a.m.
MISHIMA MARU ... Wednesday, 20th May

NEW YORK and/or BOSTON via PANAMA.
TSUYAMA MARU ... Monday, 11th May

BUENOS AIRES via Singapore, Durban & Cape Town.
AWA MARU (calls Delagoa Bay & Port Elizabeth) ... Friday, 8th May

BOMBAY via Singapore, Penang & Colombo.
HAKATA MARU ... Tuesday, 28th Apr.
TAMBA MARU ... Friday, 1st May

CALCUTTA via Singapore, Penang & Rangoon.
OSAKA MARU ... Sunday, 19th Apr.
*MOJI MARU ... Friday, 24th Apr.
*Omits Calcutta.
MALACCA MARU ... Thursday, 30th Apr.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Thursday, 14th May

SHANGHAI, KOBE & YOKOHAMA.
HAKOZAKI MARU ... Monday, 20th Apr.
HEIYO MARU (Moji Direct) ... Thursday, 23rd Apr.
TOTTORI MARU (Moji Direct) ... Monday, 27th Apr.
HAKUSAN MARU ... Tuesday, 15th May

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone: Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager.

CALIFORNIA ORIENT LINE
Operated for
UNITED STATES SHIPPING BOARD
By Pacific Mail Steamship Co., Managing Operators.

HONGKONG TO SAN FRANCISCO
VIA
SHANGHAI, KOBE, YOKOHAMA & HONOLULU
S.S. "PRESIDENT CLEVELAND" Sailing Saturday April 25th, at 10 a.m.
S.S. "PRESIDENT PIERCE" " May 9th, at 10 a.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE
LOCAL EQUIVALENT OF
£120 £112 £110
WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT SAN FRANCISCO, LOS ANGELES, SALT LAKE, CHICAGO, NEW YORK
CONNECTING WITH ANY DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.
VISIT YOSEMITE, GRAND CANYON, FEATHER RIVER, YELLOW STONE PARK, NIAGARA FALLS.

HONGKONG—MANILA
S.S. "PRESIDENT PIERCE" Sailing Wednesday April 29th, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—
PACIFIC MAIL STEAMSHIP CO.,
1st Floor, Queen's Building, Hongkong.
Cable Address: "SOLANO." Tel. Central 141, " " 3232. Canton Agents: MADIER, FRERES & CIE.

AMERICAN FAR EAST LINE
Operated for
UNITED STATES SHIPPING BOARD
By STRUTHERS & BARRY, Managing Operators.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.
(22 days to San Francisco, 28 days to Los Angeles).
U.S.S.B. "WEST CAJOOT" ... Due Hongkong 17th Apr. Leave Hongkong 18th Apr.
U.S.S.B. "WEST SEQUANA" ... Due Hongkong 9th May, Leave Hongkong 11th May.
Cargo accepted for Transhipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

TO MANILA, CEBU, TABACO AND ILOILO.
U.S.S.B. "WEST JESTER" ... Due Hongkong 21st Apr. Leave Hongkong 22nd Apr.

TO MANILA.
U.S.S.B. "WEST PROSPECT" ... Due Hongkong 29th Apr. Leave Hongkong 30th Apr.
Through Bills of Lading issued to all Ports not served.

For Full Information, Apply to—
STRUTHERS AND BARRY.
L. EVERETT, Inc. General Agent, Japan, China, Philippine Islands, Indo-China, Straits Settlement
1st Floor, Queen's Building. A. SCHOFIELD, Res. Agent. Phone: Central 3009. [193

AMERICAN ORIENTAL MAIL LINE

Operated for UNITED STATES SHIPPING BOARD by ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGER
THE NEW FAST AMERICAN STEAMERS TO
SEATTLE & VICTORIA
HANGHAI—KOBE—YOKOHAMA.
"PRESIDENT McKINLEY" ... Apr 27th.
"PRESIDENT JEFFERSON" ... May 8th.
"PRESIDENT GRANT" ... May 21st.
"PRESIDENT MADISON" ... June 2nd.

TO EUROPE—£120—£112—£110
First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA
"PRESIDENT McKINLEY" ... Apr. 19th.
"PRESIDENT JEFFERSON" ... May 1st.
Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports.
Copies of this paper are on file in our Offices SEATTLE, CHICAGO, NEW YORK.
For Passage and Freight Booking apply to
ADMIRAL ORIENTAL LINE, Managing Operators.
Telephone: Central 2477, 2478 & 795. Hongkong and Shanghai Bank Building.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED,
GOTHENBURG.

Regular Freight Service for
ANTWERP, ROTTERDAM, AMSTERDAM, COPENHAGEN, GOTHENBURG and OTHER SCANDINAVIAN PORTS.

WILL LEAVE ON OR ABOUT
M.V. "SUMATRA" ... 25th May
M.V. "FORMOSA" ... 25th June
Subject to change without Notice.

For further particulars, please apply to—
GILMAN & CO., LTD.,
Agents.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK BOSTON & BALTIMORE
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

s.s. "CITY OF DURBAN" via Suez Canal 25th Apr.
s.s. "KANSAS" via Suez Canal 19th May

BOSTON & NEW YORK
AMERICAN & ORIENTAL LINE

s.s. "MARISTON" via Suez Canal 30th Apr.

UNITED KINGDOM & CONTINENT
"ELLERMAN" LINE
(ELLERMAN & BUCKNALL S.S. Co., LTD.)

s.s. "TRAFFORD HALL" 21st Apr.
FOR MARSEILLES, LONDON, ROTTERDAM & HAMBURG.
s.s. "CITY OF ATHENS" 2nd May
FOR LONDON, ROTTERDAM & HAMBURG.
s.s. "CITY OF GLASGOW" 14th May
FOR MARSEILLES, LONDON, ANTWERP & HAMBURG.

MODERATE RATES TO MARSEILLES AND LONDON.

MAURITIUS & SOUTH AFRICA
ORIENTAL-AFRICAN LINE

s.s. "SURAT" Sails Hongkong, 25th Apr.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

For Freight or Passage on any of the above Lines, Apply to:—

THE BANK LINE LTD.

Tel. Cent. 4791.

BOSTON, NEW YORK & BALTIMORE
Joint Service of the
BLUE FUNNEL LINE
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:

s.s. "HELENUS" via Suez Canal 19th Apr.
s.s. "CITY OF DURBAN" via Suez Canal 25th Apr.
s.s. "JASON" via Suez Canal 7th May
s.s. "KANSAS" via Suez Canal 19th May

* Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai, and Japan.	Probable Sailings from Hongkong for Marseilles.
PAUL LECAT	—	—	28th Apr., 1925
ANDRE LEBON	—	—	10th May, "
AMBOISE	26th Mar., 1925	27th Apr., 1925	24th May, "
CHANTILLY	9th Apr., "	11th May, "	7th June, "
PORTHOS	23rd Apr., "	25th May, "	21st June, "
ANGKOR	7th May, "	8th June, "	5th July, "

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS { 1st Class.....£ 95. 0s. 0d. / 2nd "£ 68..0s. 0d.
B CLASS STEAMERS { 1st Class.....£ 83. 0s. 0d. / 2nd "£ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

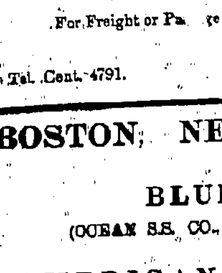
LIGNE COMMERCIALES (CARGO BOATS).

s.s. " loading for HAVRE, ANTWERP & DUNKIRK about
s.s. "COMMISSAIRE RAMEL" from DUNKIRK, LONDON & HAVRE is due to arrive about 22nd April.
Sailings subject to alteration without notice.

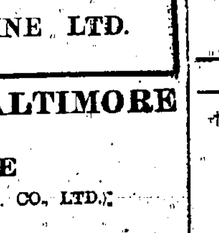
For full Particulars, apply to:—
MESSAGERIES MARITIMES CO.,
3, Queen's Buildings.
Telephone Central 740.
CONSIGNATION—TRANSIT—REPRESENTATION.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.



For BOSTON
and
NEW YORK



S.S. "SIBERIAN PRINCE" 1st May, 1925.
S.S. "MOORISH PRINCE" 1st June, "

For Freight and Full Particulars, apply to—
FURNESS (FAR EAST), LIMITED.
(Incorporated in Great Britain)
King's Building.
Telephone Central 3186
Telegrams Furnessian.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).
MAIL AND PASSENGER SERVICES
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KARMALA"	9,098	18th Apr., Noon	Mars., L'don., A'werp. & Hull
"NAGPORE"	5,283	21st Apr., Noon	S'pore., Penang, Colombo & B'bay.
"LAHORE"	5,252	28th Apr.	Singapore & Bombay
"MACEDONIA"	11,089	2nd May	Marseilles & London
"ALIPORE"	5,272	12th May	Singapore Penang, & Bombay.
"SARDINIA"	6,584	16th May	S'pore, Penang, Colombo & B'bay.
"SOUDAN	6,696	23th May	S'pore., Penang, Colombo & B'bay.
"MOREA"	10,911	30th May	Marseilles & London
"NAGOYA"	6,854	31st May	Marseilles & London
"SICILIA"	6,813	10th June	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,118	13th June	Mars., London & Antwerp
"MALWA"	10,941	27th June	Marseilles & London
"DELTA"	8,097	6th July.	S'pore, Penang, Colombo & B'bay.
"KASHMIR"	8,985	11th July	Mars., London & Antwerp
"SARDINIA"	6,584	22nd July	S'pore., Penang, Colombo & B'bay.
"MANTUA"	10,902	25th July	Marseilles London
"KASHGAR"	9,005	8th Aug.	Marseilles, London & A'werp.
"MACEDONIA"	11,089	22nd Aug.	Marseilles & London
"NARKUNDA"	18,227	5th Sept.	Marseilles & London.
"KARMALA"	9,128	19th Sept.	Marseilles, London & A'werp.

BRITISH INDIA–APCAR SAILINGS

"TALMA"	10,000	25th Apr.	Singapore, Penang & Calcutta.
"TILAWA"	19,006	1st May	do.
"TALAMBA"	8,018	6th May	do.
"TAKLIWA"	7,938	21st May	do.
"TAIREA"	7,933	28th May	do.
"TAKADA"	6,949	4th June	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	29th April	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
† "TANDA"	6,958	3rd June	
"ARAFURA"	6,000	1st July	
"ST. ALBANS"	4,500	29th July	
"TANDA"	6,958	2nd Sept.	
"ARAFURA"	6,000	30th Sept.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

† s.s. "TANDA" calls at Kolambugan.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom viz New Zealand, Vancouver [San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"NAGOYA"	6,854	24th Apr.	Shanghai, Moji & Kobe.
"TAKLIWA"	7,936	24th Apr.	Kobe.
"MOREA"	10,911	1st May	Shanghai, Moji, Kobe & Yokohama.
"SOUDAN"	6,696	1st May	Shanghai & Kobe.
"TAIREA"	7,933	5th May	Kobe.
"TANDA"	6,958	9th May	Moji, Kobe & Yokohama.
"KALYAN"	9,118	15th May	Shanghai, Moji, Kobe & Yokohama.
"SICILIA"	6,813	15th May	Shanghai & Kobe
"TAKADA"	6,949	17th May	Kobe
"MALWA"	10,941	29th May	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	6th June	Moji & Kobe.
"KASHMIR"	8,985	12th June	Shanghai, Moji & Kobe.
"DELTA"	8,097	12th June	Shanghai, & Kobe
"MANTUA"	10,902	26th June	Shanghai, Moji & Kobe.
"SARDINIA"	6,584	28th June	Shanghai & Kobe.
"ST. ALBANS"	4,500	4th July	Moji & Kobe.
"KASHGAR"	9,005	10th July	Shanghai, Moji & Kobe.
"SOUDAN"	6,696	10th July	Shanghai & Kobe
"MACEDONIA"	11,089	24th July	Shanghai Moji & Kobe
"KARMALA"	9,128	7th Aug	do
"SICILIA"	6,813	7th Aug.	Shanghai & Kobe
"TANDA"	6,958	8th Aug.	Moji, Kobe & Yokohama
"NARKUNDA"	18,227	21st Aug.	Shanghai.
"KHIVA"	9,125	4th Sept.	Shanghai, Moji & Kobe.
"ARAFURA"	6,000	5th Sept.	Moji, Kobe & Yokohama.
"MALWA"	10,941	18th Sept.	Shanghai & Kobe
"ST. ALBANS"	4,500	3rd Oct.	Moji, Kobe & Yokohama

All dates are approximate and subject to alteration without notice
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Gunnaught Road Central, HONGKONG Agents.

DOUGLAS STEAMSHIP CO., LTD.
HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine

FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 9 or 10 Days)

HAICHING	Capt. W. S. Turnbull	Tuesday,	21st Apr., at 1 p.m.
HAINING	A. H. Stewart	Friday,	24th Apr., at 4 p.m.
HAIHONG	Capt. Ellis Walker	Tuesday,	28th Apr., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAICHING" at the Reduced Rate of $30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—
DOUGLAS LAPRAIK & CO.,
General Managers

CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
AMOY, SWATOW & SINGAPORE	"KIANGSU"	... On 18th Apr., D.L.
SHANGHAI & TSINGTAO	"CHUSAN"	... On 18th Apr., 11 a.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 19th Apr., 11 a.m.
SWATOW & SHANGHAI ...	"SOOCHOW"	... On 19th Apr., 11 a.m.
AMOY & SHANGHAI ...	"SZECHUEN"	... On 20th Apr., 5 p.m.
SHANGHAI, WEIHAIWEI, CHEFOO & TIENTSIN	"NINGHAI"	... On 21st Apr., 4 p.m.
HOIHOW & SINGAPORE ...	"TEAN"	... On 22nd Apr., 10 a.m.
SHANGHAI & TSINGTAO	"LINAN"	... On 22nd Apr., 11 a.m.
SWATOW & SHANGHAI	"SHANTUNG"	... On 23rd Apr., 11 a.m.
SHANGHAI & NEWCHWANG ...	"TIENTSIN"	... On 23rd Apr., 4 p.m.
HOIHOW & BANGKOK	"KWEIYANG"	... On 25th Apr., 10 a.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	... On 25th Apr., 11 a.m.
SWATOW & BANGKOK	"KAIGAN"	... On 26th Apr., 11 a.m.
SWATOW & SINGAPORE ...	"KINGYUAN"	... On 29th Apr., 11 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	... On 30th Apr., 11 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung

BANGKOK LINE.—Regular weekly service leaving Hongkong Sundays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Agents.
TELEPHONE CENTRAL 32.
CARGO AND PASSAGE CAN BE SECURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS
SAILINGS SUBJECT TO ALTERATION

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Banga, Thursday Is., & Aus. Ports on or about
"TAIYUAN"	4th May	9th May

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE.
Agents.
Telephone No. Central 36.

DODWELL & CO., LTD.

NEW YORK BERTH.
FOR NEW YORK AND BOSTON via SUEZ.
S.S. "DACRE CASTLE" Sails 10th May

LLOYD TRIESTINO.
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
£66.

NEXT SAILINGS
OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI
S.S. "SILVIO PELLICO" (cargo only) ... Sails about 18th Apr.
HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.
S.S. "DUCHESSA D'AOSTA" Sails about 3rd May

NATAL LINE OF STEAMERS.
FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS
S.S. "UMZUMBI" Sails about 31st May
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LIMITED
Telephone Central 1032. Agents

KONINKLYKE PAKETVAART MAATSCHAPPY.
(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE STEAMSHIP
"VAN OVERSTRATEN"
23rd April, 1925.
For SINGAPORE, PENANG and BELAWAN-DELI DIRECT
Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—$100.
In connection with the Royal Packet Nav. Co.'s (K.P.M.) Services to all destinations in the Netherlands East Indies and Australia.

Agents:—
JAVA-CHINA-JAPAN-LIJN,
Telephone 1574. YORK BUILDING, CHATER ROAD.

POST OFFICE NOTICE.

...e transmission of Radio Telegrams to Swatow is suspended.

INWARD MAILS.

From	Per	Due
U.S.A., Canada, Japan & Shanghai...	*Pres. McKinley* ..	18th April
Shanghai	*Linan* ...	18th April
Shanghai	*Seechuen*	18th April
Straits	*Hakozaki Maru* ..	20th April
Shanghai	*Shantung*... ...	20th April
Shanghai	*Hunan*	20th April
Japan	*Aki Maru* ...	21st April
Canada, U.S.A., Japan & Shanghai...	*Empress of Asia* ..	22nd April
Manila	*Pres. Cleveland* ..	23rd April
Japan & Shanghai	*Hakone Maru* ..	24th April
Manila	*Pres. McKinley* .	26th April
Australia and Manila	*Tanda* ...	8th May

OUTWARD MAILS.

For	Per	Date	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via MARSEILLES—due Marseilles, 16th May...	*Karmala* ...	Saturday, 18th, Reg.	9.45 A M
		Letters	10.30 A M
Shanghai	*Ohusan*		9.30 A M
Fort Bayard, Hoihow and Haiphong ...	*Song Bo*		9.30 A M
Hoihow	*Batavia* ...		10.00 A M
Java via Batavia	*Tjisalak*		11.30 A M
Saigon *Straits, *Mauritius and *S. Africa	*Armanestan* ...		12.30 P M
Bangkok	*Dux*		12.30 P M
Saigon	*Confucius* ..		2.00 P M
Hoihow and Haiphong	*Mingsang* ...	Sunday, 19th,	8.30 A M
Manila	*Pres. McKinley* ...		9.00 A M
Swatow, Amoy and Formosa	*Kanjo Maru* ...		9.00 A M
*Swatow and Bangkok	*Kwangchow* ...		9.00 A M
*Swatow & Bangkok	*Yat hing*	Monday, 20th,	8.30 A M
Shanghai & Japan	*Hakozaki Maru* ...		10.30 A M
Straits and Calcutta	*Kuisang* ...		1.00 P M
Manila	*Yuensang*		2.00 P M
Straits & Egypt	*Lycaon*		2.30 P M
Amoy ...	*Szechuen*		3.30 P M
Swatow	*Hydrangea* ...		3.30 P M
Macao	*Chuenchow* ...		4.15 P M
Straits, Ceylon, India, Mauritius, E. and S. Africa	*Nagpore*	Tuesday, 21st	10.00 A M
Shanghai, Japan, Honolulu and *San Francisco—due San Francisco 19th May—and Europe via Siberia (Correspondence specially superscribed "via Siberia" only)	*Shinyo Maru* ...		10.30 A M
Swatow, Amoy and Foochow	*Hoi Ching* ...		Noon
Shanghai & Wei Hai Wei	*Ninghai*... ...		2.30 P M
Macao	*Chuenchow* ...		4.15 P M
Japan, Canada, U.S.A., C. & S. America & *Europe via Victoria, B.C.—due Victoria, B.C. 13th May	*Philoctetes* ...	Parcels 21st, Wednesday, 22nd, Registration	5.00 P M
		Letters	9.45 A M
			10.30 A M
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 3rd May	*Aki Maru* ...	Wednesday, 22nd. Registration	8.45 A M
		Letters	9.30 A M
Shanghai and Japan	*Shidzuoka Maru*	Thursday, 23rd,	9.30 A M
Straits	*Van Overstraten*...		10.30 A M
Swatow, Amoy and Foochow ...	*Hai Ning* -	Friday, 24th, Parcels	3.00 P M
Shanghai, Japan, Honolulu, *Canada, *U.S.A., *C. & S. America and *Europe via San Francisco—due San Francisco, 19th May.	*Pres. Cleveland*	24th, Saturday, 25th, Reg.	5.00 P M
			8.45 A M
		Letters	9.00 A M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 24th May.	*Hakone Maru*	Registration	8.45 A M
		Letters	9.30 A M
Saigon, *Straits, Ceylon, India, Mauritius, Aden, Egypt and Europe via Marseilles—due Marseilles, 28th May—Ship sails at 4 p.m. on Sunday, the 26th April ..	*Paul Lecat* ...	Reg.	4.15 P M
		Letters	5.00 P M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.

"LYCAON"	20th Apr.	Marseilles, London, Rotterdam & Hamburg.	
"HECTOR"	5th May	Marseilles, London, Rotterdam & Glasgow.	
"CALCHAS"	19th May	Marseilles, London, Rotterdam & Hamburg.	
"MACHAON"	25th May	London, Rotterdam & Hamburg.	

LIVERPOOL SERVICE.

"NINGCHOW"	20th Apr.	Genoa, Marseilles, Liverpool & Glasgow.	
* "AJAX"	1st May	Marseilles, Havre, Liverpool & Glasgow.	
"OANFA"	20th May	Genoa, Marseilles, Liverpool & Glasgow.	
* "AUTOMEDON"	1st June	Marseilles, Havre, Liverpool & Glasgow.	

* via Port Sudan.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA).

"PHILOCTETES"	2nd Apr.	Victoria, Seattle & Vancouver.
"TALTHYBIUS"	15th May	Victoria, Seattle & Vancouver.

NEW YORK SERVICE.

(via SUEZ or PANAMA).

"HELENUS"	19th Apr.	Boston, New York & Baltimore via Suez.
"JASON"	7th May	Boston, New York & Baltimore via Suez.
"DIOMED"	7th June	Boston, New York & Baltimore via Suez.

PASSENGER SERVICE.

"HECTOR"	5th May	Singapore, Marseilles & London.
"SARPEDON"	16th June	Singapore, Marseilles & London.
"PATROCLUS"	24th July	Singapore, Marseilles & London.
"ANTENOR"	25th Aug.	Singapore, Marseilles & London.
"HECTOR"	20th Oct.	Singapore, Marseilles & London.
"SARPEDON"	17th Nov.	Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,

Agents.

COMMERCIAL.

OPENING QUOTATIONS.

April 17th, 1925.

On London.—	
Telegraphic Transfer ...	2/3
Bank Bills, on demand ...	2/3 1/16
Bank Bills, at 30 days' sight ...	—
Bank Bills, at 4 months' sight ...	2/3½
Credits, at 4 months' sight ...	2/3⅝
Documentary Bills, 4 months' sight	2/4
On Paris.—	
Bank Bills, on demand... ...	1040
Credits, 4 months' sight ...	1140
On New York.—	
Bank Bills, on demand... ...	54
Credits, at 30 days' sight ...	55⅛
On Bombay.—	
Telegraphic Transfer ...	151½
Bank Bills, on demand...	
On Calcutta.—	
Telegraphic Transfer ...	151½
Bank Bills, on demand ...	
On Shanghai.—	
Bank Bills, at sight ...	nom.
" Private, 30 days' sight ...	
On Yokohama.—On demand ...	127
On Manila.—On demand ...	108½
On Singapore.—On demand ...	96⅛
On Batavia.—On demand ...	133½
On Haiphong.—On demand ...	nom.
On Saigon.—On demand	—
On Bangkok.—On demand	89½
Sovereigns, Bank's Buying rate ...	$ 8.64
Gold Leaf, 100 fine, per tael ...	47.60
Bar Silver, per oz.	31 7/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up ...	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$26,500,000
Reserve Liability of Proprietors ...	$20,000,000

Court of Directors:

G. M. Young, Esq., Chairman.
H. P. White, Esq., Deputy Chairman.

B. D. F. Beith, Esq.	Hon. Mr. A. O. Lang.
W. H. Bell, Esq.	W. L. Pattenden, Esq.
A. H. Compton, Esq.	J. A. Plummer, Esq.
Hon. Mr. P. H. Holyoak.	T. G. Weall, Esq.

Chief Manager:
A. H. Barlow, Esq.

Manager: Shanghai—G. H. Sitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 21st February, 1925. [27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at 2½ per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of $100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.

Hongkong, 7th January, 1925. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund	£4,000,000
Reserve Liability of Proprietor ...	£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 15th, 1925. [31

THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,380,000

Head Office:—Taipeh, Formosa.

Branches:

Japan:—Tokyo, Yokohama, Kobe, Osaka, Moji.

Formosa:—Giran, Kagi, Karenko, Kashang, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Taito, Tamsui, Tohyen, Ako.

China:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.

Others:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

London Bankers:

London Counties Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO,
Manager.

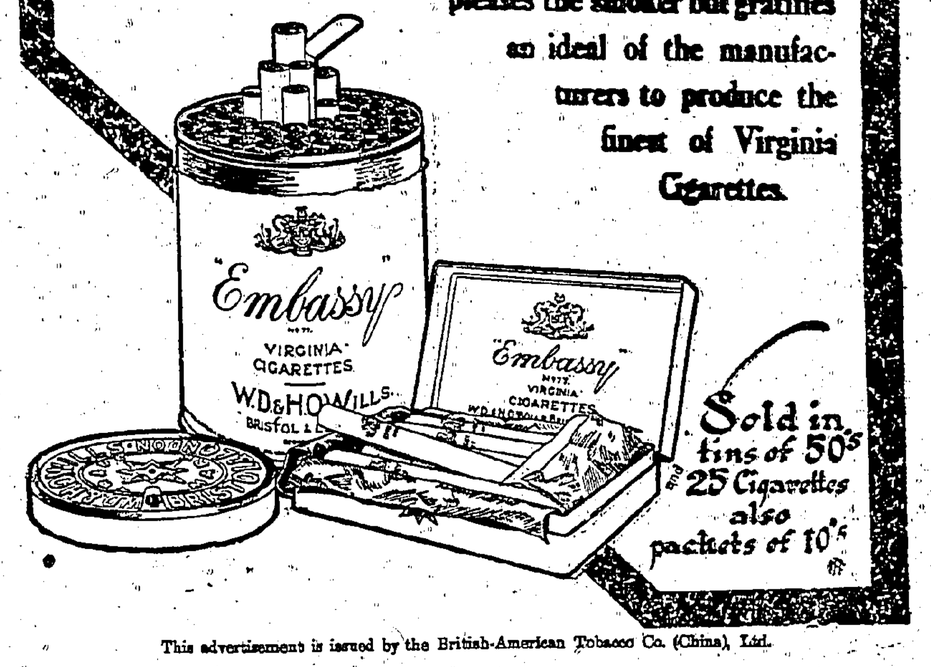
Hongkong Branch,
4, Des Voeux Road,
Hongkong, 12th June, 1924.

"Embassy"

Virginia Cigarettes

Finest Quality

The kind of quality that not only pleases the smoker but gratifies an ideal of the manufacturers to produce the finest of Virginia Cigarettes.



This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,200,000

Bankers:
The Bank of England and Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Soerabaya
Delhi	Kota Bharu	(Mauritius)	

Hongkong Branch:

Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

J. B. ROSS,
Acting Manager.

7, Queen's Road Central.
Hongkong, April 17th, 1925. [26

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserve Fund	Frs. 59,667,223.54

Branches

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Phnom Penh	Yunnanfu
Hanoi	Pondicherry	

Bankers:

In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

In New York: J. P. Morgan and Co; French-American Banking Corporation; Guaranty Trust Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.

A. LECOUT,
Manager.

Hongkong, 28th March, 1924. [24

THE BANK OF EAST ASIA, LTD.

Head Office:—HONGKONG.

Authorised Capital	$10,000,000
Paid-up Capital	5,000,000
Reserve Fund	1,000,000

Directors:—

Hon. Mr. Chow Shou Son, Chairman		
Pung Ping Shan	Ng Ching Luk	Huynh Tai
Li Koon Chun	Pong Wai Ting	Kan Ying Po
P. K. Kwok	Mok Ching Kong	Chan Ching
	Wong Yun Tong	Shek

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Safe Deposit Boxes To Let.

KAN TONG PO,
Chief Manager.

Hongkong, 16th February, 1925. [24

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	12,278,400.00
Reserve Funds	2,429,498.34

Head Office:—Peking.

Hongkong Branch—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.

New York Bankers:—The Irving National Bank, The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for Home Exchange.

TSUYRE PEI,
Manager.

Hongkong, September 8th, 1921. [33

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June, 1924.

With Index. Price—$7.50.

On sale at the *Hongkong Daily Press* Office.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

Netherlands Trading Society.

BANK.

Established 1824.
Hongkong Branch established 1908.

Authorized Capital	Guilders	150,000,000 ($112,500,000)
Paid-up Capital ...	"	26,000,000 ($19,968,750)
Reserve Fund	"	20,045,032 ($15,378,413)
Special Reserves ...	"	23,250,000 ($17,838,232)

Head Office:—AMSTERDAM.

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Pekalongan, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKER:—National Provincial Bank, Ltd.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

W. H. GROSHAMP,
Agent.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 80,500,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kobe	Soerabaya	
Bombay	London	Rangoon	
Buenos Ayres	Lyons	San Francisco	
Calcutta	Los Angeles	Seattle	
Changchun	Manila	Shanghai	
Dairen (Dalny)	Nagasaki	Singapore	
Fengtien	Nagoya	Shimonoseki	
(Mukden)	Newchwang	Sydney	
Hamburg	Osaka	Tientsin	
Hankow	New York	Tokyo	
Harbin	Peking	Tsingtau	
Honolulu	Rio de	Tsingtau	
Kai Yuen	Janeiro	Vladivostock	

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

C. ARIMA, Manager.

Hongkong, 11th March, 1925. [29

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